

FEDERAL BUREAU OF INVESTIGATION
FREEDOM OF INFORMATION/PRIVACY ACTS SECTION
COVER SHEET

SUBJECT: FREDERICK DUQUESNE

SECTION: 8

65-1819

WILLIAM SEBOID

March 10, 1940

Will testify that he wrote out and with Agent Ellsworth coded Messages #200, 201 and 202, which were turned over to Agent [REDACTED] for transmission to Germany, and which read as follows:

Message #200 (Serial 6013, Page 26)

"Your message one naught seven. Please see message one five naught. I have not yet heard from Gontard. Shall I write again or see him. I sent letters with KNORKE [REDACTED]

Message #201 (Serial 6013, Page 26)

"Message nine one. As far as I can find out there is no General Motors factory in Fairbanks, Alaska, for production of airplanes. METZGER said on his return from California that no airplanes are manufactured in Fairbanks. Then he said the Canal Zone is being fortified. Canal locks are being provided with a cement top. Anti-aircraft batteries are also being installed. (Sent to GDUEB - thought AOR broke - stopped sending)"

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Message #202 (Serial 6013, Page 27)

"Your No. one null three. DUNN sayd he supplied plans and fotos of bomb. Were taken in Washington from DUPONT, who produces the bombs in USA hamlets and in Canada. He does not know since when. DUNN's friend [REDACTED] page three four, related to man in State Department. DUNN requests a mailing address in Japan. Says he sent information via Japan through Japanese consul here. DUNN sayd a man came to his residence recently and asked landlady for him. Man gave name similar to [REDACTED] DUNN tried to see the man at a hotel, but failed. He asks if you know and sent this man to see him. (Sent to OEARN - AOR broke)"

He will further testify that Agent [REDACTED] turned over to Agent Ellsworth and himself a coded message which, when decoded and translated, read as follows:

Message #110.

"Please pay out to FINK hundred dollars. I repeat, hundred dollars. Hearty greetings. (Serial 6013, Page 19)"

He will testify from his notes (1a6-5) that on the same day at about 9:25 P. M., PAUL FEHSE and LEO WAALEN walked into his office, Room #627, 152 West 42nd Street. FEHSE said he did not see CLAUSING and he, SEBOID, told him to bring him in the next time he had a chance. He said he would try to have CLAUSING at his office on Wednesday at 9:00 P. M.

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FEHSE asked if he had sent all of his stuff to Germany. He told him he had. He then asked FEHSE about the radio contact he had through EICHENLAUB. FEHSE said he had seen EICHENLAUB but that the man does not seem to know much about the radio contact and that he, FEHSE, thought EICHENLAUB only wanted to appear important. FEHSE then handed him some material for transmission to Germany. FEHSE wrote "W" on one of the typewritten sheets meaning, "Wichtig", (important). He then handed FEHSE a copy of Message #110, which was received on March 10th, which instructed him to pay FINK \$100., and counted out \$100. and gave it to him. FEHSE took the money and wanted to know when more money was coming. He told him to have patience. SEBOLD then asked him for details about CLAUSING. FEHSE said he was a man of about his age and a vegetable cook; that he was a fanatic Nazi. FEHSE warned him not to talk about color when CLAUSING comes into his office. FEHSE then talked about various things in German and he gave him, SEBOLD, a description of the German receiving station.

He said that it was a long, low building with two large antenna masts at the top of it; that it was located near the ALSTER Basin on General KNOCHENHAUERSTRASSE in Hamburg. He then showed FEHSE and WAALEN the microphotographs which had been made to send with CLAUSING and asked WAALEN if he recognized the F. B. I. Plant Protection Manual which he, WAALEN, had stolen from his working place. WAALEN said he recognized it and both men seemed to be very pleased about the photographs. At about 10:15 P. M., they left, FEHSE stating that he would be back on Wednesday at 9:00 P. M. with CLAUSING. The material turned over by FEHSE consisted of the following:

1. Army and Navy Journal dated December 21, 1940.
2. Coast Artillery Journal dated November-December, 1940.
3. Canadian Aviation Magazine, December, 1940.
4. The following letter addressed to "Mr. GERHOFF."

" The American War Department has purchased from the Merchant and Miners Transportation Co. two ships, "Kent", 4458 tons, and "Irwin", 4900 tons, for the Army. The names authorities are also dealing with the Cuba Mail Line concerning the purchase of the ship, "Siboney". Likewise with the Munargo Line concerning the purchase of the ship, "Munargo". By all accounts the negotiations have progressed so far that they can be considered as closed.

Further sales: "Bensalem", 8756 tons; owner Maritime Commission, laid up in Norfolk. Sold to Alcoa Steamship Co., N. Y., price \$165,000.00. The ship, "Cape May", 6977 tons; owner, Maritime Comm., built in 1940 under its program. Purchaser the same; new name, "Alcoa Pathfinder".

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Steamer, "Clifford", P.N.T. 6400 tons, owner, Frange Co., N.Y., built in Chester, sold to Japan. Ship, "Edenton", 6958 tons, owner, Maritime Commission, built Seattle, in 1938, acquired by U. S. Navy. Ship, "El-Dia", 4504 tons, owner, Southern Pacific Company, N. Y., built in 1901 in Newport News, sold to Pan Atlantic Corp., N. Y. Ship "El-Valle", 4605 tons, same as last named "El-Dia", Ship, "Mercer Victory", 8755 tons, owner Maritime Comm. sold to Alcoa Steamship Co., price, \$185,000. Ship, "Herman Winter", 2625 tons, built in Philadelphia, 1887, owner, Eastern Steamship Lines, Inc., N. Y., purchaser, Kulukundis Shipping Co., Piraeus, Greece, Ship, "Liberty", 6211 tons, built 1918 in Kearny, owner, Maritime Comm., acquired by the U. S. Navy. Ship "Exmoor", 4999 tons, built at Hog Island, 1919, owner, American Export Line; purchaser, Seas Shipping Co., N. Y. Ship, "West Corum", 5795 tons, built in 1919, Portland, owner, Maritime Comm., acquired by U. S. Army; new name "William R. Gibson". Ship, "Waukegan", 6209 tons, built in 1919 in Kearny. Owner, Maritime Comm., acquired by the U. S. Army; new name "John R. Hannay". Ship, "Tristan" ex "Penobscot", 2294 tons, built in 1911 in Michigan, owner, Buckeye Steamship Co., Cleveland, purchaser, C. & O. Line, N. Y. Ship, "Redwood", 1793 tons, built in 1917, in Bellingham, owner, Lowe Tradings, Seattle, purchaser, U. S. Army. Ship, "Rainbow", given in contract by U. S. L. Still in construction, ready in three months. Will soon be taken over by U. S. Navy. Ship, "Pan American", 13,712 tons, built in 1922, Sparrows Point, owner, Maritime Comm., acquired by the U. S. Army, new name, "Hunter Ligget". Ship "Orizaba", 6937 tons, built in 1918 in Philadelphia. Owner, N. Y. Cuba Mail Steamship Co. Acquired by the U. S. Army. "Vema" steel yacht, 533 tons, built in 1923 in Copenhagen, [REDACTED] N. Y., sold to U. S. Maritime Comm. Is supposed to be used as a training ship at Hoffman's Island. It is known that seamen are being trained on these islands for the American Merchant Marine.

The Yacht, "Sumar", 469 tons, built in 1926 in Brooklyn, [REDACTED] Detroit. [REDACTED] Bermuda.
Still requires sanction of the Maritime Comm.

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Steamers, "Protens" and "Nereus" belonging to U. S. S., sold by U. S. Navy to Saguenay Terminals, Ltd., of Montreal, Price, \$597,000, for both.

Schooner, "Thedline", 594 tons, built in 1917 in Rockland, owner, Murphy, Mass. [REDACTED] N. Y., under Honduras flag. Requires sanction of Maritime Comm.

Number two dredge, "Baltimore", No 2, 277 tons, built in 1926, Baltimore, owner, W. T. Price Dredging Corporation, Miami, sold to Panama, requires sanction of Maritime Comm.

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 "Yacht, "Ghostown", 45 tons, built in 1930, Morris Heights, N. Y., [REDACTED] purchaser, H. E. MOSS CO., London. Requires sanction of Maritime Comm.

(page 2)

FINE 11, 3.41

2 American Coast Guard ships, the "Comanche" and "Northland" are supposed to go to Greenland this summer to be stationed there in the interests of the State Department.

It is known that the American Army will require more ships for transport purposes. Besides those named in this report, it is known the following ships were acquired:
 (Earlier report).

American Legion, Western World, President Roosevelt, America.

Report follows as soon as any changes are learned.

Shipping companies which were requested by the government to transport materials in their ships to and from the seven bases newly acquired from England are: Grace Line, Alcoa Steamship Co., United Fruit Co., Moore-McCormick Co., American Export Line, Munargo Line Co., Porto Rico Line, Eastern Steamship Co., and Stockard & Co.

The American Maritime Comm has given promise to charter the following tank steamers temporarily to England.

Tank ship "William G. Warden," 9114 tons, owner, Standard Oil Company of New Jersey; chartering company, Lago Oil Transport Co. Ltd.

Tank ship "Swift Arrow," 8206 tons, owner, Oldwood, Inc., Portland, charterer, Royal Petroleum Corp.

Tank ship, "Torres", 4943 tons, owner, Bermuth Leibescke Co., Inc., Wilmington; chartering firm, Anglo-Saxon Petroleum Co. Ltd. London. The ship is supposed, for the present, to make trips from Aruba to Rio de Janeiro and Santos with fuel and diesel oil for British ships arriving there. First trip begins May first.

Tank ship, "Argon", 6952 tons, owner, Socony Vacuum Oil Co., Inc. chartering firm, Anglo-Saxon Petroleum Co., London. One trip from Aruba to Lisbon, gasoline and fuel oil.

Tank ship "Hadnot" 6257 tons, owner Standard Oil Co. of California. Chartering firm Asiatic Petroleum Corp, for one trip from U. S. Gulf Port to Porto Rican harbor. Cargo - gasoline, departure about March eighteen.

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" Tank ship, "Mevania", 6886 tons, owner Farr Spinning and Operating Co., Wilmington, chartering firm, Royal Petroleum Corp., cargo, gasoline, one trip from Houston to a harbor north of Cape Hatteras loading on March nine.

Tank ship, "Transoil", 1571 tons, owner, American Petroleum Transport Corp., chartering firm, Shell Oil Co., Canada. The ship is supposed from now till November to make runs between U. S. harbors, Great Lakes and Montreal. It is being rumored and inferred that when the Lend and Lease Bill has passed the Senate ships, above all tankers, in large numbers will be placed at the disposal of the British but only for chartering.

FINK 11 3.41

"

5. The following letter addressed to "Mr. GERHOFF"

" The Third Naval District of N. Y. City is having 100 Marine soldiers trained in Diesel motors as few professional men are available. The course lasts eight months. The people are supposed after training to be put on Diesel yachts which will be taken over by the U. S. Navy.

In the Charleston Navy Yard the 1500-ton destroyer "Ingraham" was launched February 15, 1941 (construction costs five million dollars).

The Navy Department has bought a 120-foot barge to use as a storing house and repair shop for the mosquito fleet. Further negotiations are in progress concerning purchase of three motor tanks, 125 feet, 6,000 gallons.

The first of the two C-1 type freighters, "Marina" has been launched by the Pusey & Jones Corp. (built for U. S. Maritime Comm) and was taken over by the Bull Steamship Line, N. Y., length, 413 feet, steam turbine, 14 knots.

The Gulf Shipbuilding Corp. Chickasan, Ala, has received a contract from the U. S. Navy to build four destroyers, D. D. 550, "Capps", D. D. 551, "David W. Taylor", D. D. 552, "Evans", D. D. 553, "John D. Henley". \$4,500,000.00 have been appropriated for improvement and enlargement of the shipyards.

The keel of the first of the four freight and passenger ships which the shipyard is building for the Waterman Steamship Corp. has been laid in the middle of February, 7,000 tons, 16 Knots.

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" Freeport Point Shipyard, Inc. is building two 45-foot aircraft rescue boats Hall-Scott Defender engines for U. S. Navy.

John H. Mathis Co., Camden, N. J. is building four submarine net tenders Y N 29 — Y N 32, 150 feet long, for U. S. Navy. Construction costs, two million dollars.

The American Car and Foundry Company (reported) is building thirty eight 45-foot lighters with build-in tanks for the U. S. Navy. Costs, \$1,020,262.00.

The Basalt Rock Co., Napa Co. is building two fuel oil barges, Y O-48 and 49 for U. S. Navy.

Consolidated Shipbuilding Corp., Morris Heights, N. Y., is building, besides the already reported four 100-foot Diesel tugs (Y T 145 — Y T 148) 5 submarine destroyers for U. S. Navy, 165 feet long (P. C 483 — P C 487).

Consolidated Steel Corp. Los Angeles, Calif, besides the reported 32 steel lighters and 12 destroyers has a contract for the construction of two twin-screw transport ships for the U. S. Maritime Commission. The construction costs are estimated for each ship at \$4,375,000.00

The Maritime Commission has given a contract to the Albina Engine and Machine Works, Inc., of Portland, Oregon, for construction of five twin-screw gasoline tankers. 2300 Brute ton, 309.6 feet long, 14 Knots; equipped with Diesel motors from the Union Diesel Engine Co.

The Fairbanks Morse Co., Beloit, Wisconsin, has received a contract from the Navy Department in the sum of \$5,740,000.00 for the construction of motors for fourteen submarine destroyers. The firm also has a \$10,307,088 contract for construction of forty-four large Diesel Motors and generators as well as twenty-two auxiliary Diesel motors and generators.

Fairbanks Morse Co., Chicago, Ill. is also working on this contract. The large motors have 1,600 Horse Power, the smaller ones 450 and 150 Horse Power. Delivery of motors for the 11 submarines is supposed to follow in June 1941, by the Electric Boat Co., New London Conn. Motors for ten further submarines are supposed to be delivered by the Manitowic Shipbuilding Co., Wiscon. Delivery has to begin in October, 1941.

FINK 12 (March 8, 1941)

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6. The following letter dated "March 11, 1941".

" The following are ships of various nations which ran in and out of American harbors. Part of them were in New York. I have not mentioned them in reports, as they were in service to Africa, India and South America. The ships are painted camouflage, most of them not armed. Norwegian ships "Leisefjord", "Idraet", "Alexdra Hoegh", "Bayard", "Lillgunvor", "Port Antonio", "Albert L. Ellsworth", "Lindvangen", "Maud", "Siranger", "Rita", "Havmdg", "Garnes", "Inger Fem", "Frisco", "Far", "Nicholas Cuneno", "Montevideo", "Skottland", "Olga", "Gundersen".

French steamers, "Frumaire", "Belin D. Esnambug", "Mont Agel," "Merope" which generally sail to and from Martinique.

Jugoslav ship: "Dubravka", Greek ships, "Karthion", "Ignor", "Theomitor. Panama ships, "Josepfine", "Ponce", "Pereira", "Myriam". Dutch ships "Tiberius", "Peseidon", "Kotanopan", "Zypenberg", "Hector", "Luna", "Amazone", "Bacchus".

The Maritime Commission has given American companies permission to charter seven tank ships to England. Same are supposed to follow. Letter report follows.

The American tanker "Argon" 6,900 tons, chartered to England, is under way with a cargo of fuel oil and gasoline from Aruba to Lisbon.

American ships sailing to enemy countries:

Ship "Keystone" left here March 14th to Capetown, Port Elizabeth.
 " "Henry S. Grove" left here March 14th to Capetown, Port Elizabeth.
 " "Robin Locksley" left here March 15th to Capetown, Port Elizabeth, maiden voyage.
 " "Exporter" left here March 15th to Bombay, Calcutta.
 " "Exton" left here March 15th to Bombay, Colombo.
 " "Lafayette" left here March 17th to Basra, Colombo.
 " "Quaker City" left here March 10th, to Brisbane, Sydney, Melbourne.

American ships which left the harbors without giving destination:

"Catahoula", "Virginian", "Mae", "Malay", "Elwood", "Anniston City", "Colabee", "Domino".

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(Serial 6686, Page 2, Exhibits 1a6, 122, 124 and 126) (Cue numbers 678, 679, 680 and 681)

March 11, 1941

Will testify that Agent [redacted] turned over to Agent Ellsworth and himself two coded messages, which he stated had been received from Station AOR. These messages, when decoded and translated, read as follows: (Message 111)

"What else did METZGER - B - see in California? Has he been to any airports or airplane factories."

b7c

(Message #112)

"I do not know anyone by the name [redacted] Might have been either [redacted]

On the same day, he wrote out, with Agent Ellsworth, and coded Messages #203, 204, 205, 206 and 207, which they gave to Agent [redacted] for transmission to Station AOR. These messages, before coding, read as follows:

Message 203 "Weather eight A. M. Clear. Unlimited. Six miles. Three one degrees. West Northwest Seven miles. Two nine point nine six. Cloudy and warmer."

Message 204 "From FINK. Ships reported loading in last report left around March four. Cardita taking on Benzine in Bayonne. Arrived, loading; English ships British Prince, armed, from Newcastle; Empire Carebou, armed deep sea bombs; Iris Bank, armed; Silver Bell, armed from Singapore; San Felix, to Canada. Belgian Ships; Ville de Anvers, appearance as before, unarmed, speedily loaded, left from here March one for Bermuda for convoy; Indier, Armaments not determined, loading for Liverpool. ~ Continued ~ "

Message 205 "Dutch ships: Zaandam nor armed, for India; Slotardyk, armed, arrived here, unloaded, sailed to another harbor for cargo; Polyphemus for England, armament not visible; Pygmalion loads for Africa, not armed. Following smaller Dutch ships loading for West Indies and Africa: Hebe, Astrea, Mapia, Media, Flora, Polish ship Zagloba, armed, for Liverpool. Greek ship Argo, not armed, normal appearance, loading. Norwegian ships Marit, Aragon, armed are loading for England; Germa, Tricolore not armed are loading for India, Far East. Continued.

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Message 206 "Following Norwegian ships, not armed, painted camouflage, loading for South America: Santes, Tatra, Toledo. Three last reported ships are Norwegian Nordvangen, Trondanger, Kristianfjord. Armament, destination, I cannot determine. All named ships for England will not be ready to sail before March eight. Cargo: war materials, many tractors, with special attachments for street clearance, provisions, munitions, airplane motors and parts. American ships are carrying large quantities war materials to Africa, above all automobiles, trucks, machines. Continued."

Message 207 "Egyptian ship Zamzam formerly Leicestershire arrived here, is loading in various American harbors. Leaves here on March one five. Rumanian ship Pravahova has changed to Panama flag. New name is Tropicus. About four to five freighters leave weekly from N. Y. for Africa, but are unable to carry away all the waiting freight. Enough cargo lies waiting for the next few months, much of it coming from Canada." (Serial 6013, Page 29 to 35)

March 12, 1941

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Will testify that he wrote out and with Agent Ellsworth they encoded Messages #208, 209, 210 and 211, which were turned over to Agent [redacted] for transmission to Germany. These messages, before being coded, read as follows:

Message 208 "Until now I have paid out two two five dollars to Fink. The other money for him has not yet arrived."

Message 209 "From Fink. Ships which appeared suspicious as seen and as taken from notices, which sailed last week from N. Y. and other American harbors: under Panama flag: Carmona, Cardina, both Africa; Harden, Esso Copenhagen, Lake Traversa, Vamar, Makena, Josiah Macy, Medina, Prometheus, Panam, Gloria. Honduras flag: Merida, Mangore, Florida. Jugoslva - Line Matcove, Privlav, Triglaw, Vojwoda, Putnick, latter to Canada. - Continued. (sent to SZNAR - heard AOR - stopped sending)"

Message 210 "Greek steamers Katingo Hadjipatera, from, and Gerassimos Vergottis to, Suez Canal. Belgian ship Ampetco, French ship Fort Royal arrived in N. Y. Finnish ships Nagu, Fidra, Ericus, Fenix, Parma, Portuguese ship Luso; Swedish ships Askild, Astri, Lima. American ships Exiria, West Nilus, West Trush, Marymar, Gulfpenn, Tampico, Exelona, Cassimir, Elizabeth Kellog. Names ships probably went to English possessions - Canada, India, Africa, etc. Continued (Sent to OINOK - AOR broke)"

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Message 211 "Size and appearance of following ships not known. Sailed from other American harbors. Dutch ships Amazone, Madoera, Tabinta, Castor, Laertes, Brastagi, Katendrecht. Norwegian ships Biscaya, Nidaros, Ivaran, Mirlo, Sommerstad, Nueva, Andalucca, Hoegh Giant, Polycastle, Kirsten B. Godvor, Buesten, Gezina, Melina, Bonna, Ingrid, Britamer, Suderoy. Danish ships still lie here. Should the negotiations which are still in progress between American ship companies and the owners fail, the Maritime Commission will request the American Congress for permission to charter the ships for America." (Sent to NIOXU - AOR broke in) (Serial 6013, Pages 36 to 40)

He will further testify from his notes, 1a6-5, that at about 8:45 P. M., PAUL FEHSE telephoned to him at his office and said that he would be about twenty minutes late. At about 9:20 P. M., PAUL FEHSE, LEO WAALEN and the man whom they introduced as CLAUSING walked into the office. He asked FEHSE if CLAUSING was the fellow known by the name of CARLOS. CLAUSING said that he was. He, SEBOLD, then asked him about his background and CARLOS said that he had been in this line of business since FEHSE returned from Germany and he would not go into any of his other connections. He, SEBOLD, then gave CLAUSING a group of microphotographs received from FEHSE and WAALEN and also from [REDACTED] As he gave these microphotographs to CLAUSING, he pointed out that a particular group was material from WAALEN, another group was FEHSE's and that the material from [REDACTED] was forthcoming from the United States of America Air Corps and that he should take good care of this material.

CLAUSING appeared to be greatly impressed by the nature of the material. He then asked CLAUSING about his connections with Germany. CLAUSING stated that his mail drop in South America is [REDACTED] Santos, Brazil. He said that [REDACTED] these people forward his mail via Italian Air Mail to a girl named [REDACTED] Roma, Italia. From there it goes to Hamburg. He, SEBOLD, gave CLAUSING his mail box number, 67 Madison Square Station, and told him to see him every time that he gets back to New York. He told CLAUSING that he was going to write a test letter to CARLOS' address in Santos in order to make sure that the connection works O. K. CLAUSING said he was leaving on Friday and it would take about ten days for him to get there. He also gave CLAUSING a copy of Message #94, which read as follows:

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 "Last letter from CARLOS received here January 24, 1941. Reports from CARLOS are unfortunately somewhat out of date as a result of transmission by letter but are, nevertheless, important."

CLAUSING appeared to be very pleased and said he was going to show the message to his South American friends. He said this was the first time he had a sign of recognition out of Hamburg.

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FEHSE then handed SEBOLD some documents. He did not say where the documents, which were not his, came from. He said that he, SEBOLD, should look the stuff over and that it might be of some value, but that he wanted back the three items which were not concerning ship movements. He asked FEHSE about the radio situation; that is, the individuals referred to by EICHENLAUB. FEHSE said he had learned nothing new. However, he did say that EICHENLAUB is the owner of a restaurant named, "Little Casino" on 85th Street, New York City. He then asked FEHSE again about SCHUH and whether REUPER had any connection with this radio group. FEHSE said RUEPER is a unit all by himself; that he has nothing to do with EICHENLAUB. However, he said SCHUH is the man who introduced him, FEHSE, to EICHENLAUB.

LEO WAALEN said nothing during the meeting. FEHSE said that he wanted to see him, SEBOLD, again the following Monday, March 17th, at about 7:00 P. M. The men left the office at about 10:10 P. M. CLAUSING wrote down the names and addresses of his two mail drops (Exhibit K-40), that is, the one in Santos, Brazil, and the one in Rome, Italy. The following is a list of material which was handed to CLAUSING for delivery through his connections to Germany:

1. One micro of a letter signed "FINK 2" received in the mail 2/3/41.
2. One micro of a letter signed "FINK 3" received in the mail 2/3/41.
3. One micro of a letter signed "FINK 4", received in the mail 2/10/41.
4. One micro of letter signed "FINK 5", received in the mail 2/10/41.
5. Two micros of newspaper clippings received 1/10/41 from FEHSE.
6. 29 micros of F. B. I. Bulletin, "Protection of Industrial Facilities", received personally from LEO WAALEN on 1/21/41.
7. One micro of a handwritten letter beginning "Greek steamer 'Ikopion'", received from FEHSE personally on 1/30/41.
8. One micro of a handwritten letter beginning "Dutch Steamer 'Dempe'", received personally from FEHSE 1/30/41.
9. One micro of a handwritten letter addressed to GERHOFF received personally from FEHSE 1/30/41.
10. One micro of a handwritten note regarding CHURCHILL being on the S. S. "George V" received personally from FEHSE on 1/30/41.

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11. One micro of Ducaze #1's letter #20 regarding new contacts, etc., dated 2/10/41.
12. One micro of Ducaze #1's letter #22 regarding the identity of [REDACTED] dated 2/12/41.
13. Three micros of newspaper clippings received personally from FEHSE on 2/19/41.
14. 17 micros of photos received from FINK.
15. One micro of Ducaze #1's letter #21 regarding the micros of materials from [REDACTED]. This letter dated 2/11/41

The following are the documents which FEHSE handed to SEBOLD:

1. Letter in English dated April 18, 1940, addressed to [REDACTED] as follows:

[REDACTED]
Heemstede-Haarlem
HOLLAND

Haarlem, April 18, 1940

The future fate of Scandinavia Rough copy, not corrected
(Rectified copy in possession
of [REDACTED]

b7c

The Faroe Island and Iceland (Letter 4)

Immediately after the surprisingly quick occupation of Denmark and most of the 1,000-mile coastline of Norway, England occupied the Faroe Islands, which are situated between Scotland and Iceland.

This small group of Islands, rocks, of which only 3% of the area is and could be cultivated are indeed a small compensation for the British. According to the British newspapers, the islanders, which were quite content under century-long Danish rule, welcomed the liberators of all small peoples with gusto. We continentals, however, doubt very much if it is in the interest of the culture of the Faroese that the British bring there the Lyons' lunchrooms of Salomon & Gluckstein, the moviehouses of Mr. Ostrer and other utterances of British civilization.

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We continentals think there will be no more St. Hans' Night dancing, which developed out of the famous chain-dances of medieval days, neither will be anymore be told in the future, these family balads, dealing with old sagas from the Niebelungen, Charlemagne and the still older from Iceland, this last stronghold of Nordie myths, for which the internationalists are so afraid.

Iceland, the most Scandinavian of the five Scandinavian countries has hitherto escaped an invasion by either the Germans or the British. We hope that they will be left in peace, these descendants of the old Vikings, who still cherish their old sagas of more heroic times, when, around the year 1000, they sailed forth, with their slender boats to discover the continents of Greenland, Helluland (East Labrador); Markland (Southeast Labrador) and Vinland (the present New Foundland, New Scotland and New England) Vinland means "Wineland", after the wild vines, which the Vikings discovered in this new Land, which, owing to their small numbers, they could not master permanently, nor discover the vast riches to the more hospitable West and South. Otherwise NorthAmerica, at least Canada would be a colony of Greater Scandinavia, instead of a dominion of England.

The irony of fate is it, which makes us, inhabitants of Old Europe smile contemptuously, when we see reports that the kids of Canada, under the influence of pernicious propaganda, return to the ancestral grounds of a great part of their far forefathers to bomb the old villages of happen to be representatives of the New European order, who did their utmost to prevent these old regions to become the battlefield between the two mightiest peoples of Europe, by occupying them, before the ever-interfering British were able to complete their plans to march to the centre of Europe from the North.

Old Iceland of the 9th century, before Celtic, Norwegian and Saxon monks and bishops brought Christianism, was an example of real aristocratic and pagan democracy. Every man was free to worship as he wished. Nobody was the superior of somebody else; only, in case of conflicts, it was the wisest men of the little communities, who spoke law at the "Ding". Still in 997, The Allding, the central Ding, forbade offense to the Gods and persecuted these Icelanders, who had accepted the God of the Orient, The Saxon Dankbrand, however, who was subsequently sent by the Norwegian King Olav Trygvassen to impose Christianity with force, if persuasion was not sufficient, increased the schism in the people of Iceland. In the year 1000, when, according to the early Christian monks, the worlds should be doomed, and, indeed the volcano of Iceland threatened with destruction, it was the old lawspeaker Thorgeide, Code of the Ljosvætingen, that this was not the time for disunity. Everyone should be baptised, but the old habits should be kept alive. (COPYRIGHT) "

65-1819

2. Letter dated Amsterdam, April 28, 1940, as follows:

b7C [REDACTED]

[REDACTED] Amsterdam, 28 April 40.

Dear Mr. Blank,

I regret not having seen you, before I left. I also cannot find your card, so hope name and address are right.

How is your health? Trust it is improving. Was sick myself; one of the reasons to return to Europe. Another reason was that I intended to return to politics and publicity, now the situation in Europe is so interesting for neutrals. We Hollanders are right in the middle of it. Therefore I wrote a series of 5 articles, titled: "The future fate of Scandinavia" with subtitles: "The occupation of Denmark and Sweden; The role of Sweden; The Faroe and Iceland and Greenland. First I wrote an introduction to the effect that owing to the one-sided press in the U. S., which is dominated by British as well as internationalist influences, it was of foremost importance that at least part of the U. S. people got a more neutral point of view than the distorted view of lying limies (is that spelt right?) and their slinking slimy allies: the international asphalt-nomads: the, well not necessary to mention the name here; otherwise I am guilty of "religious prosecution."

Enclosed I am sending you a transcript of one of the parts, for your perusal, to show you what the idea is in general. As a matter of course it is not possible to publish such things in the Jew-York (pardon) New York Press. Therefore I devised other ways and hoped that my good friend and former collaborator in New York, [REDACTED] would help me, by rewriting the articles, omitting the most objectionable "Europeanisms" and sending them to persons who were supposed to be, what I call conscious Americans (called isolationists, fascists or nazis by the Js, beg your pardon: internationalists).

b7C

The trouble is that [REDACTED] is working with a certain [REDACTED] (what is in a name), [REDACTED] Pegasus Club, 551 Fifth Ave.; so she will not have much time to take care of all this. Besides she has no experience of publicity, neither have I in America, so, in the interest of the, what I call "White Cause", the solidarity of all white peoples, you might help her first: By finding suitable publishers, if she has not succeeded yet, to bring my articles under and second to show her at Westermans some literature. I hope she can find time to have a look round at Westermans and have a talk with you.

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" I hope to hear from you. Please write only by airmail; thin paper, because it is very expensive; the gentlemen of the Imperial Airways cutting our throats, but hitherto, I believe, we thus aid that our letters are kidnapped by the British-internationalist coalition.

Needless to say that this all is strictly confidential and that I hope you will make use of this in the right way. Hoping to hear from you, I am

Yours truly,

(signed) signature illegible. "

3. Article written in German and translated by the Bureau as follows:

" R. R. VON RAUPACH
(Author of "Facies Hypocratica")

Colonel R. VON RAUPACH, former Russian Military Attorney-General and member of the Special Committee on Investigations in the trial covering the activities of the Czarist Ministers (Kerenski) in the year 1917, has for years been living in retirement in Helsingfors, Finland, where he did his writing.

He is descended from a Baltic race, but was raised in Russia, although he did speak German to some extent. He wrote his book in the Russian language and in Russian thought. He was among the select young officers who were able to attend the Military Juridical Academy in Petersburg. His career became established therewith. It first led him into the Caucasus as a Military Attorney, and from there it led him to Petersburg where, after the Revolution of 1905, an especially good orator was wanted in the office of the Public Prosecutor. In 1907, in the Wilna District, he conducted the proceedings against the officer MJASSOJEDOW, who was later hanged, and then he worked as Military Attorney-General in Livland where he defended falsely accused defendants, as in the JOSSELISSON case, against the local government.

In 1908 he was again called to Petersburg where he participated in numerous important political litigations. RAUPACH represented himself as an advocate of honest liberalism in the spirit of the English Tories, however, in his book he appears to be a vehement complainant against the rotten Russian liberals. The expose of the political processes, such as the TRAUBERG case with the traitors MASSOKIN, the ASOW and GAPON cases which were exposed in detail, the PETROW-GERASSIMOW case, and the murder of STOLYPINS represent some of his own experiences. As a Military Attorney RAUPACH undoubtedly glanced into the revolutionary activities and also into the somewhat criminalistic parrying on the part of government officials.

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VON RAUPACH participated in the war as a Military Attorney. Since he had very little to do in this capacity, however, he registered as airplane observer and tried his hand at photography. It was there that he obtained some of his illustrations. Here also he proved himself a sharp observer and critic (the case of RENNENKAMPF and the expropriation of the German colonists).

Although he had known KERENSKI only fleetingly and then only as an enemy the latter summoned him in 1917 to the Special Committee on Investigations to examine the activities of the Czarist Minister. Also in this position he met the persons most prominent in Russia at that time and gained an insight into the most important trials and procedures. Special mention should be made of the trial of the traitor MJASSOJEDOW, whose innocence RAUPACH established beyond a doubt, and the trial of SUCHMOLINOV, Minister of war. In order to establish SUCHOMLINOV's guilt, he subsequently forged MJASSOJEDOW's decision.

After he had been summoned to Helsingfors, he remained in Finland, in 1919 even ignoring the appeal of General JUDENITSCH who wanted to put him in charge of legal Military matters in connection with the Government which he was organizing in Estonia.

b7c [REDACTED]

Contents of the Works of

R. R. VON RAUPACH.

Member of the Special Court of Inquiry of the year 1917.

Facies hypocistica

The Countenance of the Dying

From personal recollections and literary sources.

As Charles Darwin's book about France, which evoked such a storm of indignation, was reviewed in the Parisian Academy, one of the academicians remarked, "No one but an absolute scoundrel could write a squib like that, but the disagreeable fact is that everything he's written is true," (From an old Parisian Newspaper).

RAUPACH's book - (259 pages of broad-faced type in the Russian language) contains six chapters and numerous sub-topics.

Chapter 1: Under the Czarist Regime p. 1-56

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1. In the Caucasus.

Biographical details of the school period and subsequent development of the author, beginning at the Military Juridical Academy. Also there is a picture of labors in the Caucasus and his first trials as well as important cultural glimpses.

2. In Wilne.

Revolution of 1905 and military court-martials contrasted with the dependent civil courts. The provocation of Officer MJASSOJEDOW. The Latvian revolution of 1905 and its liquidation by means of the court-martial. The Board of Examiners: General Baron OSTEN-SACKEN and General KOSCHELEV. The JOSSEISON brothers condemned to death and my banishment from Livonia. My assignment to Petersburg.

3. In Petersburg.

The trial of ALBERT TRAUBERG (KARL). ASEW, the stool pigeon. Bloody Sunday. The judgment of ASEW in Paris and the Director of Police, LOPUCHIN, in Petersburg. The murder of KARPOW. The murder of STOLYPINS. The traitor MASSOKIN. My quarrel with MAKAROW, Minister of the Interior. General HASENKAMPF. Execution of TRAUBERG and MASSOKIN. Trial of Baroness SPENCER. Flight of the revolutionaries paroled by me. My transportation (UEBERFUEHRUNG) to Finland.

Chapter II: In the Special Court of Inquiry p.57-106.1. Trials of the Generals.

General V. RENNENKAMPFF. Liquidation of the possessions of the German Colonists. Meeting with LENIN. Trial of the stool pigeon MALINOWSKI. War Minister General SUCHOMLINOV and aviation. Trial of DMITRI RUBINSTEIN. The poetz trial charging the Czar and Czarina with high treason. I withdraw from the Commission.

2. Trials for high treason.

Our defeats. The beginning of the trials for treason. The trial of Lieutenant TSCHEKALIN. The arraignment of General SUCHOMLINOV because of inactivity. The sub-commission of Senator POSTNIKOW. The Colonel of the Military Police, MJASSOJEDOW. His service with War Minister SUCHOMLINOV. His indictment for espionage. His dismissal from the service. MJASSOJEDOW before the war court in 1915 and his execution.

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"The indictment of Minister SUCHOMLINOV for high treason. MJASSOJEDOW before the court. Destructive criticism at the sentence.

Chapter III: The War. p 107-131.

1. Constantinople and the Straits.

The Austrian ultimatum. Prophecies of DELBREUECK and DURNOWO. The causes of the European War. The report of SASONOW on August 7, 1914. Why Russia marched. Pan-Slavism and the three international tanks of Russia. Sharp criticism of Russian politics.

2. The Bloody Test.

Our Army. Its advantages and lacks. The denial of the commanding officer. The significance of culture and economy of the land in modern war. Comparison of the attitude of society in the Western countries and in Russia toward the War. The complete failure of the latter.

3. War-like Spirit.

War as a natural state of affairs. Struggle toward everlasting peace. The aberration of the books by Remarque. The women's battalions in Russia and the heroism of Russian women as proof of the disgraceful failure of the Russian men.

Chapter IV: The Crisis of the Government. p. 132-191.

1. On the eve (of the crisis):

The Government, the Czar, the Czarina, Rasputin, the bureaucracy, the army, society: the court circles, the rightists, the Imperial Duma, the citizens, the political parties. The speech of MILJUKOW of November 1st with the accusation of the Czarina of high treason as a sign of complete collapse. The assassination of RASPUTIN. The postponement of the summoning of the Imperial Duma.

This chapter describes in detail the inner-collapse during the war.

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2. The Abdication of the Czar.

The secret police excellently informed. The last audience of RODZJANKOS with the Czar. Opening of the Imperial Duma. The events of the last days of February 1917. The punitive expedition of Adjutant General IWANOW - February 28th and March 1st. GUTSCHKOW and SCHULGIN with the Czar. His abdication.

3. Causes and Effects.

The special and general causes of the fall of autocracy. War-like nationalism and its fateful effect in the western boundaries and in Finland. The emptiness about the throne. The economic collapse and the ruin of society. Sentencing of the Russian bourgeoisie (intelligentsia).

Chapter V: The Civil War: p. 192-248

1. The Siberian Vendee.

The diary of KOLCHAK's War Minister Baron BUDBERG. The beginning of the war against the Soviet power. The army of Czechoslovakia. The Atamans and the partisan division of East and West Siberia. The army of Admiral KOLCHAK: The staff, soldiers, officers, generals. The top commander in charge, Admiral KOLCHAK and his regime. The society, the populace, the allies. Conclusion.

This chapter, drawing much from BUDBERG's diary, presents in very crass pictures the ruin of the cooperative and governmental abilities of the White Russians under KOLCHAK. KOLCHAK himself as a pure noble child.

2. The Agony.

Siberia in the fall of 1919. The memorandum of the Czechoslovakians. The fall of the KOLCHAK government. His execution by shooting. Description of the ruin of KOLCHAK and his army.

3. The Volunteers.

The flight of General KORNILOW. The development of a volunteer-army. The death of General KALEDIN. The expedition into northwestern Caucasus (Kuban). The death of KORNILOW. His personality. The expedition of Colonel DROSDOWSKI. The second expedition into northwestern Caucasus (Kuban).

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4. The Army and the Bases.

Reform of DENIKEN's army. General mobilization: beginning of decline. The new army and its commander-in-chief. The allies. The anti-bolshevist political organizations. The government of General DENIKEN. Local authorities, population, society.

This chapter describes the political failure of DENIKIN and the social disorder of this undertaking which was begun so heroically.

5. The Catastrophe.

The general defeat of DENIKIN and WRANGEL. NOVOROSSIISK. The split in the army. The murder of the Chief of Staff, General ROMANOVSKI. WRANGEL and the Crimea. The navy, The campaign of General Youdenich.

6. The Leaders.

A summarizing chapter, in which Admiral KOLCHAK, General DENIKIN, and STALIN are compared with one another.

7. What would have happened, if

The author in this short chapter, likewise a summary, tries to describe the causes of the collapse of the White movement, which even in case of victory could not have saved Russia from chaos.

Chapter VI: The Handwriting on the Wall.

1. Society and the People

The significance of Russian society and the common people in the political life of the State. Society and the leading Russians.

2. Revolt of the Slaves.

Society during the first few months of the revolution. LENIN's solution: down with the war. Acquisition of power through LENIN.

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EPILOGUERAUPACH Discusses His Work

The author in a letter says this about his book: "I took upon myself the task of showing the face of dying Russia - 'Facies hypocistica (sic)" -- that is, of giving a sketch of the social and historical conditions which preceded, caused, and accompanied the Russian catastrophe of 1917. It is also the purpose of my work to draw a map that points out to the reader the way which was bound to lead to the inevitable ruin of the former empire, and which in fact did lead to its ruin.

"I am very much aware that the average reader is not much interested in thoughts or ideas. Therefore, one must guide him to the desired inferences not by abstract treatises but rather by means of interesting and stirring facts. With circumspection I have woven into my book these facts and others events with which I had personal connections as a former Military Attorney-General, and as a member of the Special Committee on Investigations concerned with the examination of the activities of the Czar's ministers.

"Trials, such as that of the military tribunal against the JOSEELSOHN brothers (p. 22-29), the case of Dr. RUBENSTEIN and PEETZ (p. 67-70), the trial of the "Traitors", the treason of the War Minister, Adjutant General SUCHOMLINOFF, and the Military Police Colonel MYASSOYEDOFF, etc., are interesting and sensational in themselves, no matter at what time or in what country they took place.

"Several of the events described (like, for instance, ASEEFF, GAPON, MYASSOYEDOFF, and others) have already appeared in print in Russian and foreign literature, but all of them in monographs -- little known by the average reader -- in which only single trees were shown but not the whole picture of the forest.

"I wrote the deductions, resulting necessarily from the facts presented, between the lines, so to speak, and usually at the end of the chapter, where the general thought of the whole chapter is summarized by means of short aphorisms . . ."

The last chapter contains the deductions to be inferred from the facts gathered together in the book. "Of course, everyone will not agree with these deductions, and doubtless they will meet with the most violent objections; however, the fact is indisputable, that there is no work either in Russian or foreign literature, whose author has had the courage to call things by their right names.

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" If suitable changes in text or any deletions should prove necessary for the publication of the book, I could take these up in agreement with the publisher."

As far as this book is concerned, Mr. V. RAUPACH explained to me that it illustrates (through living facts) the fundamental thought of Hitler's book, "Mein Kampf", namely, the thought that the gregarious instinct, an imaginary things, is the motive which gives nations power and might. If this motive is lacking, this leads without fail to catastrophe, as has actually happened in Russia.

Critical suggestions by C. VON KUEGELGEN

The fundamental thought mentioned by VON RAUPACH runs through the entire book and is sketched roughly in chapters 4, 5 and 6 again and again with great feeling, and even resentment. Condensations would be well here.

The book falls according to its nature into two different parts. The first embraces personal official memoirs, the entire activity and the Special Committee on Investigations. It is made up for the most part of personal memoirs, experiences and information and presents much that is new, clear and exceedingly interesting, even though other sources have been drawn upon.

Also, in the chapter entitled, "War", there are further personal experiences, but the writer relies here even more on other sources. This is even more true in the chapters, "Crisis of the Government" and "Civil War." The personality of the writer stands out here more in critical reflections, inferences and opinions.

The references are always quoted and are well selected, in my opinion. But it can scarcely be denied that the writer allows a certain one-sidedness to prevail, by presenting the necessary destruction of old Russia because of its failure to recognize its social and national forces. This one-sidedness shows weakness and gives the book its closed character.

In all parts of the book RAUPACH speaks as a person very familiar with the Russian people, the Russian society and the Russian state. It is with a keen legal mind, displaying a pronounced sense of justice and a passionate quality of thought, that he pronounces judgment on old Russia with friendly resentment. To that extent all parts of the book belong together and, considered as a unit, present a history of the collapse of Czarist Russia.

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" I think that the book, which is provided with very abundant and interesting illustrations, will in the first part provide all who know Russia with much that is new, and will give the great bulk of readers a picture of the dying Russia, such as is not yet available.

There is danger of one's drawing the conclusion (which was not far from the mind of the writer, as is revealed in many sentences) that Bolshevism, so to speak as the saviour of the Russian empire, in the form of the Soviet Union, has severed the Czarist power. I believe, however, that this danger could be averted through short deletions in the text and through suitable concluding remarks or a preface. It seems to me that, among other things, the following thought should be emphasized: Bolshevism was able to establish itself only because: The people were uneducated and had not yet been awakened to the affairs of the State; they had become a completely selfish and materialistic society; a corrupt bureaucracy existed and bands of robbers were running rampant. Only under such chaotic conditions could Bolshevism get a firm foothold, and it was only able to do that because it appealed to the most obscure desires of the people: Down with the war for the fatherland! Get back that which was taken away! Unlimited freedom! Revenge on everyone who has distinguished himself through possession, knowledge, character or power, etc. Bolshevism (in Russia: the criminal court for frightful sins of the past) is now being preached under an enormous deception as the means of progress and salvation for the world.

I believe that the book, if set up well, would be a sensation and extraordinarily successful, not only in the German, but also in the French and English languages.

Herr VON RAUPACH has entrusted me with his work. The Russian manuscript, in the form of a bound volume containing numerous illustrations, is in my hands. "

4. Letter written in German which, translated, reads:

" Ships in last report are on the way, except for two English tankers which were reported in shipyards and which are both fully loaded and lying ready at anchor. Three English ships named Boston City, Rhexenor, City of Delhi, armed, latter with deep sea bombs belonged in last report, left here March 11th.

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" Newly arrived here: English ship Gibsum King armed also anti-aircraft; Indian Prince, armed; British Valour armed; Wellfield, armed; tank ship Toorak armed; all named are loading direct for England; Maihair armed deep sea bombs; Dardanus armed; last named had cargo coming from the Far East.

Following Norwegian tankers arrived here empty: Alar, Atlantic, Kosmos 11, Makitt 11, the latter in shipyards. All painted camouflage. Could not determine armaments on either of them.

Following Norwegian ships arrived here taking cargo direct for England: Varanger, Norbryn, Eastern Star, all armed, Dutch ship Balinkar armed, leading for England. Following Dutch ships have arrived and are taking on cargo for a trip to India: Kota Napan, Hector, Kota Tjandi, Crijnssen, Bacchus, Luna, the latter for South America.

Norwegian ships Reinholt to China, Soebali, Maud and Bill, Pollux to South America, not armed, painted camouflage.

Norwegian ship Martin Baakke lies in shipyards received armaments here. French ship Guadeloupe arrived here from West Indies carries flags on both sides.

Following Greek Ships came from England: Oropolis, Eugenie Livanoe, Stylianos Chandris, Katingo, Hadjipatera. None armed. The first two, coming from Greece, are in the shipyards and appear very poor. Polish ship Rozewie appearance as previously reported taking on cargo for England. I have learned by frequent conversations that ships generally sail to the following English harbors: Middlesbro, Greenock, Cardiff, Lynass, Clyde River ports, Hull, Liverpool. Cargo is always of war importance. At the moment much of it with numbers and writing "French Contract 97" etc. Had meeting with CARLOS, nothing new from the trip.

FINK "

Translations of German notations on letter quoted in Item 2 are as follows:

" Naturally you would like to earn something in proportion to your cooperation.

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" I bought a book from you at that time by a man in Chicago (at least a publisher in C.) which deals with the Jewish question in America. Could you give me, or rather Mrs. Dr. (?) the address? Perhaps this form would be suitable for my pamphlet. A sheet was pasted at the back which made it possible to send \$5 in order to receive five new books.

[REDACTED] also receives a copy; write and let me know whether [REDACTED] really looks like his name, as in this case my letters are dangerous in possession of (?) [REDACTED] She is a very nice young lady and a good friend to me and is glad to help me. Perhaps she is too nice for the type of work I have proposed.

(Exhibit #1a6-128, 130, 132, 134 and 136)

b7C It will be observed that Item #2 begins, "Dear Mr. Blank" (Serial #6688, Page 2).

March 13, 1941

Will further testify that he wrote out and with Agent Ellsworth they encoded the following messages, which were turned over to Agent [REDACTED] for transmission to Station AOR in Germany. These messages, before being encoded, read as follows:

(Serial 6013, Page 44)

Message 212. "Your message one one one. Please see my one three four. METZGER has now left again for California."

Message 213. "From FINK - Following are ships under American flag which left here on named days for African harbors. Kentucky, from here March four, arrive Capetown April three. President Hayes left March seven to Hongkong, Singapore, Kobe, Shanghai. West Irmo left March seven, arrives Freetown March two four, Monrovia March two six. Exilonia left March one to Colombo, Rangoon, Calcutta. Iberville Left March one, arrive Capetown March three one. Continnued." (sent to EBL - AOR broke)

Message 214. "Executor left March two, arrives Colombo March three one, Rangoon April seven. Robin Goodfellow arrives Capetown March three one, Beira April one four. Seattle Spirit left March six for Capetown, Port Elizabeth, East London. Peter Kerr left March one two for Capetown, Durban. Lone Star left March five for Capetown, Port Elizabeth, East London. Rlybius left March one naught for Capetown, Port Elizabeth, East London, Durban." (Sent to REBNL ~ AOR broke)

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Further that on the same day Agent [redacted] turned over to Agent Ellsworth and himself a coded message which he stated had been received from Station AOR. This message, when decoded, and translated, reads as follows:

Message #113, "Please advance FINK hundred dollars from deposit there. Additional payment of five naught naught dollars on the way."

March 14, 1941

Will testify that he received in Post Office Box #67, Madison Square Station, New York City, a letter postmarked, "New York, March 13, 1941", which was signed, "FINK 9", and when translated was a copy of Item #3 received from WAALEN on March 7th and already set out above for that date.

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March 15, 1941

He will testify that he wrote out and with Agent ELLSWORTH encoded the following messages, which were turned over to Agent [redacted] for transmission to Station AOR in Germany. These messages before encoding read as follows:

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Message 215:

"From Fink. Ships from last report are loaded. Can leave any hour. Ship Kaipara returned due to machine damages. City of Edinburgh, loaded in three other American harbors, returned, is loaded, ready to sail to England. Marnix Van Sint Aldegonde is loading. Cannot determine whether to England or Canada again. Following enemy ships arrived here since last report: English ship Cerinthus, armed, deep sea bombs, cargo mostly declared for Glasgow. Continued."

(Serial 6013, page 50)

Message 216:

"Markland, armed, now sails to England. Cargo addressed to London. Has received peculiar superstructure like an outer border wall about three meters higher around the ship where the cargo hatches begin. Arabian Prince and Pacific President, armed, from here March eight to Cardiff. Pacific Grove, armed, departure March twelve and Pacific Shipper, departure March one three to Cardiff. Alderpool, armed, departure March twelve to Hull. Stanwell, armed deep sea bombs, light damages on deck noticeable, in spite of which she is loading, came from Middlesbrough. Continued."

(Serial 6154, page 3)

Message 217:

"English ship Empire, second word cannot be seen, war series construction, has no masts, short smokestack, nine thousand ton, trip from London two seven days - only ten to eleven knots. Four inch cannon aft. Four machine guns on deck. One anti-aircraft gun named Holman Projector. Dutch ship Edam, armed, deep sea bombs, from Liverpool, carried crews for ships purchased here. Dutch tanker Oscila, not armed, camouflage painted, another Dutch tanker same conditions, probable name Aruba. Norwegian ships Vav, Favorit, armed, loading for England."

(Serial 6154, page 7)

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March 17, 1941

b7C He will further testify that he wrote out and with Agent ELLSWORTH encoded the following messages, which were turned over to Agent [REDACTED] for transmission to Station AOR in Germany. These messages before encoding read as follows:

Message 218:

"Continued. Fink. Two Norwegian tankers, Pan Norway, Marit, arrived here, into shipyard, cannot determine armaments. Tanker Esso Bolivar, Panama flag without signs on the sides, hull black, superstructure brown, arrived here empty. Belgian tanker Esso Belgium, not armed, same appearance, etc. Small Polish ship Vislaw, painted black, armed, arrived here from England, into ship yard. Swedish ship Kolsnaren arrived here. Had cargo coming from England. Swedish ship Norruna is loading suspiciously. Leaves here without giving destination. Continued."

(Serial 6154, page 10)

Message 219:

"Norwegian Ship Balkis, unarmed, arrived here from South America. Small Danish ship Hans Egede, somewhat larger than our Elbe light ships, sails from here to Greenland. Has flags on sides. There are still some enemy ships lying in shipyards, where, I have not yet been able to determine. Will observe them when the opportunity presents itself. Learned that the American Navy, by passage of the lend lease bill, will protect American trade routes to the far east and Africa. The Danish ships are supposed to be forced into service for American and English interests by a law to be passed."

(Serial 6154, page 12)

Message 220:

"I have sent letters two naught, two one, two two, and other materials with Knorke. I have also given the same materials to Carlos. Please let me know whether Carlos materials arrive."

(Serial 6154, page 13)

b7C He will also testify that Agent [REDACTED] turned over to them a coded message, which when decoded and translated read as follows:

Message 114:

"For Fink. In ship sailing report, do not refer to previous reports. Each report must be independent within itself and give a clear picture."

(Serial 6154, page 8)

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He will further testify from his notes (Exhibit 1A6-5) that PAUL FEHSE walked into his office, Room 627, 152 West 42nd Street, New York City, about 4:55 p.m. He, SEBOLD, handed back to FEHSE the letter addressed to HENRY J. HAGEMEYER, in Holland, dated April 18, 1941, and the letter addressed to HENRY J. HAGEMEYER, dated April 28, 1940, but beginning "Dear Mr. Blank", and a document beginning "R. R. Van Raupach--der Verfasser von Facies Hypocratica". These three items were given to him, SEBOLD, by FEHSE at their last meeting, with the request that he return them, stating that he had borrowed them.

He also handed FEHSE a \$100 bill, series of 1934, serial number B02876268A, this money having been withdrawn by himself from his bank account for payment to FEHSE upon instructions of radio message 113, dated March 13, 1941, which instructed him to advance \$100 to FEHSE and notify him that an additional \$500 was on the way. He also handed him a copy of message 114, received that same day. FEHSE seemed to be very pleased with the receipt of the money and the advice that more money was on the way. Concerning message 114, he said he was doing the best he could and that he was following instructions which were given him in Germany as to the preparation of these reports.

He asked FEHSE as to what the source of the three documents was, and he said that they were from friends of his. He asked him if he had any definite information about EICHENLAUB and his radio connections. FEHSE said he was going to see EICHENLAUB that same night and was trying to find out how far things had progressed with that crowd. He asked FEHSE again about REUPER. FEHSE said that he did not go near him any more. Then he said that he had to tell him, SEBOLD, something. He said that there is a man by the name of BLANK, who is employed as a sort of manager in WESTERMAN'S BOOKSTORE, 48th Street and Fifth Avenue. He said that this man BLANK gave him the above mentioned three documents. He said that the letter addressed to Mr. BLANK had been mailed to BLANK and that the pamphlet, namely, item number three, was found by BLANK in some books belonging to a Jewish fellow.

FEHSE said the first time he saw BLANK, BLANK complained of a shortage of money in this business. He said that he had a chance to buy some very valuable information, which would require at least \$500; that he did not have the money and could not make the deal. FEHSE also said that when he met BLANK, FEHSE played dumb, but that BLANK said FEHSE should not try to kid him; that he knew what FEHSE WAS doing. He, SEBOLD, asked FEHSE to bring BLANK up to his office at his earliest convenience, and FEHSE said that he would try to bring this man on Saturday. He said that BLANK had sprained a foot

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in a skiing accident. He said that he had to take it easy for awhile, and that the best time for him to bring BLANK up to his, SEBOLD'S, office would be the following Saturday. FEHSE then asked him if he knew anything about Japan. He told him that he had written to the other side, requesting a mailing list in Japan, but that he had nothing in the line of personal transportation. FEHSE had hijeted some time previous that he wanted to go to Germany by way of Japan.

FEHSE produced his seaman's certificate and said that he would try to take a boat to Portugal in a couple of trips. He then complained about the other side, saying that there were two large Spanish boats going to Europe and that the Germans could easily find some good man on these boats to carry letters. He told FEHSE that they do not seem to bother about that and leave everything up to this side. FEHSE handed him a handwritten document regarding ship movements and also two newspaper clippings, one of which pictures the new SS ROBIN LOCKSLEY, of the Robin Line, and the other sets out an announcement of the Robin Line. FEHSE said that in case he left the United States he would leave LEO WAALEN in charge of his affairs, because he thought WAALEN was a good reliable man.

FEHSE also asked him if he had been to the Little Casino Restaurant, which is run by EICHENLAUB, to have a look at EICHENLAUB. He said that he told him that he had dropped in a few evenings before for a drink and had seen a man at the bar about thirty-six to thirty-eight years of age, stocky build, dark complexion, dark hair, upturned nose and coarse face. The man was about 5'6" tall. FEHSE SAID that that was EICHENLAUB all right. FEHSE left at about 7:45 p.m. The document turned over by him, when translated, read as follows:

" Delayed in loading by rain and snow some of the ships from the last report have left and the rest will leave shortly. All tankers from the last report left here fully loaded. Newly arrived or out of the shipyards and being loaded: English ships, "Empire Seal", "Argos Hill", "City of Keelung", "Pacific Grove". All armed and also with deep sea bombers. Three English tankers arrived here empty: "Montrolite", "D.L. Harper", "Tachee", armed. English ship "Kaipaki", armed, came from Australia. "Indian Prince" in shipyards (reported) is supposed to leave on March 21 for India. Cargo for "City of Glasgow" lay ready. The ship itself has not been seen. Norwegian ships "Skaras", "Lista", armed, are loading for England. The "Ida Bakke", "Martin-Bakke", the latter armed, are loading. The first

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" arrives Rangoon, April 30, the latter arrives Manama, May 6; "Bencas" for Far East; "Tamerlane" for South Africa; "Betan", "Curia", and "Tolosa" for South America; "Ingrid" West Indies; "Tatra" leaves here, probably South Africa. Last named boats are not armed. However, are painted camouflage.

Norwegian ships "Haraldsvang" and "Elink" in shipyards were until now, not armed. Besides these there are still some in the shipyards. Norwegian ships which arrived here: "Tabor", "Bayard", "Magnhild", "Elik". I could not yet determine anything further.

Greek ship "Icarion" left here; had only part of a cargo; goes to other harbors. Egyptian ship "Star of Alexandria" arrived here. Norwegian ship "Koolenaren" loading suspiciously. Dutch ships "Amazone", "Astrea" are loading for West Indies; "Laertes" for Far East. Dutch ships carry much war materials to the Indies possessions.

I have determined the following about various English ships. A Davit-like device, which is fastened above the water line in the outside about seven meters long

page 2

fifteen CMT diameter, probably for the purpose of projecting parawane.

Noticeable cargoes for England: Many tooling machines, spare parts for airplanes, provisions, hospital supplies.

Ships "Fort Amherst" and "Townsend" are repeatedly here from and to Canada.

Fink.

Enemy ships which have left other American harbors besides those already reported:

Norwegian ships "Torney", "Balla", "William Hancen", "Gunderson", "Lido", "Tai Yum", "Marathon", "Sorvangen", "Nidardal", "Austvangen", "Havorn", "Molda", "Maira".

Dutch ship "Wiltvreden".

Neutral ships without giving destination:

Jugoslavian ship "Neti"

Swedish ships "Columbia", "Anita", "Industria"

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" Finnish ship "Solbritt"
Panama tank steamers "J. A. Mowinkel", "H. H. Rogers",
"Comol Cuba"
Portuguese ship "Congalo Volho"

Two ships, nationality not determined, named "Olga"
and "Domino"

American ships which have sailed to enemy possessions:
"Colorandan" from New York, March 21 to Capetown; arrives April
19, "Lourenco Marquis", April 29; "Michigan" from New York,
March 22 to Capetown and Port Elizabeth, "Black Eagle" from
New York, March 22 to Basra arrives May 14, "President Hayes"
from New York, March 21 to Shanghai and Hong Kong, "Manika"
from San Francisco to Far East, "President Filmore" from
San Francisco to Far East.

Fink.

(Serial 6776, page 2
Exhibit 1A6-154, 155, 156
Q685, Q686, Q687)

March 18, 1941

SEBOLD will testify that Agent [REDACTED] turned over to
Agent ELLSWORTH and himself a coded message, which when decoded
and translated read as follows:

Message 115:

"We request report on when letters two naught to
two two left there, with brief resume of contents."

b7C March 19, 1941

Will further testify from his notes (Exhibit 1A6-5)
that he wrote out and with Agent ELLSWORTH encoded the following
message and gave it to Agent [REDACTED] for transmission to Station AOR.
This message prior to encoding read as follows:

Message 221

"Letter two naught concerns Dunn Carr etc. problems.
Two one concerns enclosed material from [REDACTED] Two Two concerns
personal data on [REDACTED] Sent over with Knorke March 1 with Carlos
March twelve."

(Serial 6154, page 16)

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b7C
As a result of his previous conversation with HEINRICH CLAUSING, who furnished him with a mail drop address in South America, he mailed the following test letter to [redacted] Santos, Brazil. The letter was sent air mail.

"New York 3/19/41

Dear Carlos:

I have not been able to buy any coconuts in New York. Please send me a ton.

Yours truly

Harry "

(Exhibit #14)

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On the same day at about 6:00 p.m., while at his office, he received a telephone call from PAUL FEHSE; FEHSE said he wanted to come right up with some one interesting who knew something of radio. He told him to come up at about 6:45 p.m. At about 6:45 p.m. FEHSE walked into his office with a man who introduced himself as HEINZ STADE. This man was about forty to fifty years old, medium size, heavy build, fat face, sharp hooked nose, blue eyes. STADE appeared to be a heavy smoker and a heavy drinker. He wore a dark blue suit and a large ruby ring, and on each side of the ruby was a diamond.

b7C
He, SEBOLD, asked FEHSE how he came to know this man. FEHSE said that he was introduced to STADE by EICHENLAUB. He, SEBOLD, asked STADE who he knew in Germany, and STADE said that he knew [REDACTED] office of foreign politics in Hannover, and also

German Government broadcasting system. STADE stated that he left Germany about 1938 or 1939, with instructions that he was to take out United States citizenship papers. He, SEBOLD, asked him if he had been doing anything in the spy line, and STADE said that he had; that he knew everything about it, both before the war and at the present time.

He asked STADE what branch of the spy work he was in, and STADE stated that he was in the political, propaganda, industrial and military. STADE also stated that he had been taken in by the New York Police Department bomb squad for questioning about the World's Fair bombing; that he was given the third degree, and the police broke three of his ribs and also hung him out of the window; that, however, he did not talk. He asked STADE why they should question him and how they came to know him. STADE said he would not talk until he was sure they, SEBOLD and his group, were O.K. He then asked STADE about his job, and STADE said that he was a musician and mentioned the radio and the cello. He also said that he was a publicity agent. He stated that he could operate a radio also.

He asked STADE if he had sent anything to Germany, and STADE said that he had. He then gave him a minute examination with reference to radio; that is, he questioned him about how many watts would be necessary to transmit to Germany, what wave length he would use, and what type of equipment. STADE did not seem to know anything about these matters. He asked him about how many letters he could send a minute, and STADE stated "Just enough". STADE went on to state that he had a friend in the FBI who is a music scholar, and

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he also has a friend in the New York Police Department; that these people tip him off once in awhile when something is going to happen. He asked him what sort of tips he had gotten, but STADE would not give any details. He stated that he would not trust him, SEBOLD, and FEHSE, and that this might all be a trap. He, SEBOLD, asked what about the things he had already told him. STADE said that a fellow could tell a lot of things, but proving it is another story. STADE stated that he would not do any business with him, SEBOLD, unless he had proof that he was in touch with Germany.

He suggested that STADE ask for a name of some kind, and he then would get in touch with Germany, and the other side would O.K. it. STADE agreed that this would be a good way to check up on him and referred him, SEBOLD, to the two names [REDACTED]

[REDACTED] He then wrote out these names on a Bell System envelope which was on his, SEBOLD'S, desk. STADE then told him that he had a sister living in Germany, and that if the other side gave him, SEBOLD, the sister's first name, he would recognize him as a bona fide agent of Germany and would then give him his cooperation. STADE stated that he was leaving for Chicago. He wrote out on one of his, SEBOLD'S, business cards the name and [REDACTED] which is as follows:

[REDACTED]
[REDACTED]
New York City

b7C
He stated that when he, SEBOLD, received his sister's name from Germany, he should send his wife the following telegram:

"Best congratulations"

and sign the message with his sister's name. He said that after that he would be his, SEBOLD'S, man. He gave STADE his mailbox number, 67 Madison Square Station, for communication purposes. STADE stated that he would be able to gather important information in the midwest. He stated that he had material which would be important, but indicated that he had had trouble getting them across, and if he was certain that he, SEBOLD, was O.K., he would send the material to him.

He then began talking about the last war and said that he had served in the field artillery unit; that he came from Hannover. FEHSE said very little. He did make inquiries in a roundabout way as to whether the \$500 recently referred to in a radio message had

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arrived. He also told STADE that in case he, FEHSE, was able to leave the United States, he would turn over his business to him; that is, the direction of the marine division. FEHSE said that on Friday, March 21, he would again come to see him, SEBOLD, and would bring BLANK, the man working in the bookstore. He stated that he would be at the office at about 5:30 p.m. FEHSE also stated that STADE used to be a seaman, and he believed he worked on the Washington or the Manhattan. Both men left the office at about 7:35 p.m.

(Serial 6717, page 2
Exhibit 1A188-
K38, K39)

March 20, 1941

b7C
Will further testify that he wrote out and with the assistance of Agent ELLSWORTH encoded the following messages, which were turned over to Agent [REDACTED] for transmission to Station AOR. These messages before being coded read as follows:

Message 222:

"Local newspapers carry articles about Hammond, U. S. State Department, who was previously in Vienna. He has been discharged here from Government service for the reason that he had relations with Lilly Stein who is named as a female agent of a foreign government."

(Serial 6154, page 19)

Message 223:

"I believe that it is dangerous to radio too long each day, especially the transmission of the long Fink reports. Have you any suggestions on how to shorten Finks reports, and are there no other ways to send reports by mail or ship as I momentarily have only one ship connection."

(Serial 6154, page 22)

Message 224:

"Weather seven A.M. Two five degrees. Two nine point nine seven. Northwest two nine miles. Clear. Nine miles. Unlimited. Clear and warmer."

(Serial 6154, page 23)

Message 225:

"From Fink. Following ships of various nations which have run in and out of American harbors. Part of them were also in N. Y. Have not mentioned them in reports as they were in service to

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"Africa, Indies, South America. Ships are camouflage painted, mostly unarmed. Norwegian ships: Leisefjord, Idraet, Alexdra Hoegh, Bayard, Lillgunvor, Port Antonio, Albert L. Ellsworth, Lindvangen, Haud, Siranger, Rita, Havmdg, Carnes, Inger Fem, Frisco, Far, Nicholas, Cuneno, Montevideo, Skottland, Olga, Gunderson. Continued."

(Serial 6154, page 19
Serial 6265, page 5)

Message 226:

"French ships: Frumaire, Belin D. Esnambug, Mont Agel, Nereope, these sail mostly from and to Martinique. Jugoslav ship Dubravka. Greek ships: Karthion, Ignor, Theomitor. Panama ships Josephine, Ponce, Pereira, Iyriam. Dutch ships: Tiberius, Poseidon, Kotanopan, Zypenberg, Hector, Luna, Amazone, Bacchus. The Maritime Commission has given permission to American companies to charter seven steamers to England, more supposed to follow. Mail report follows. Continued."

(S. 6265, page 14)

Message 227:

"American tanker Argon, six nine naught naught ton, is under way from Aruba to Lisbon with a cargo of fuel oil and gasoline, chartered to England. American ships going to enemy colonies: Keystone, left March one four. Henry S. Grove, left March one four, Robin Locksley, maiden voyage, left March one five. All three to Capetown, Port Elizabeth, and other harbors. Exporter, left March one five to Bombay, Calcutta. Exton left March one five to Bombay, Colombo. Lafayette left March one seven to Basra, Colombo. Quaker City left March ten to Brisbane, Sydney, Melbourne. American ships which left harbors without giving destinations: Catahoula, Virginian, Mae, Malay, Elwood, Anniston City, Colabee, Domino."

(S. 6265, page 18

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March 21, 1941

Will testify that he mailed a test letter addressed to CARLOS, c/o ██████████. He will testify from his notes (Exhibit 1A6-5) that on the same day at about 5:25 p.m. PAUL FEHSE and another individual walked into his office, Room 627, 152 West 42nd Street, New York City. The second individual was a man about forty years of age, well built, about 5'9" tall, light complexion, blue eyes, brown hair, well dressed, and he was limping on one leg and carried a walking stick. He said he had a leg injury which he received while skiing.

b7C

FEHSE introduced this individual as Mr. BLANK. He, SEBOLD, asked BLANK what he knew about this business and how he came to be in on it. BLANK said that he had been in the business since 1936; that he was introduced by a man named ██████████ an ██████████ Junkers works in Germany, to one HANS ██████████ the SS BREMEN. BLANK did not go into what his activities were in connection with these men. He asked BLANK if he was still active. BLANK said that he was not, because he had no money for expenses in this activity. He said that he had not received any money from the other side since 1939. He stated that a German approached him some time ago with plans about airplane gasoline tanks, rubberized, and some kind of a braking device for airplanes. He said that this man said these things were handed to him by an American, and he demanded \$1,000 for the material. He, BLANK, offered him \$500, which the man finally agreed to accept, but as he did not have the money to pay him, he did not purchase the material.

b7C

BLANK said that he had a friend in a shipyard who is a Hollander and could supply him with some information if he had the money to pay for it. BLANK said that he makes only \$27.50 a week in WESTERMAN'S BOOKSTORE. He asked BLANK if he knew any other people. He said he knew a ██████████ who had some kind of an office or agency on Broadway. He suggested that he, SEBOLD, must have heard

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of him, as the man was in the newspapers some time ago, having been investigated by the Dies Committee and the FBI. He said that [REDACTED] knows about the spy business. BLANK also said that he knew [REDACTED]. [REDACTED] He asked him to write this name out, and BLANK wrote on a piece of notebook paper as follows:

[REDACTED]

He stated that the doctor's wife comes from Chile, South America, and that they live in New York. He said that [REDACTED] was arrested by the English secret service in Bucharest, and he was also arrested by the Rumanian police. He stated that [REDACTED] arrived in New York in January. He said that [REDACTED] brought over a letter of credit for about \$3,000. He said, however, that he, BLANK, was afraid to talk business with [REDACTED] as he did not trust him any more, and he requested him, SEBOLD, to ask Germany if [REDACTED] was all right.

b7C

BLANK said that there is an American by the name of WILKINSEN who writes about Diesel engines and has connections with Germany. He said that WILKINSEN gets paid from Germany, but he could not say whether WILKINSEN was engaged in illegal activities. BLANK then asked him, SEBOLD, if he knew STABLER, the barber on the SS EXCAMBION, who was arrested by the British. He said that the English made a lot of trouble for this man, and that STABLER came into his, BLANK'S, store and told him a few days before that he had been fired. They then talked about WESTERMAN'S BOOKSTORE, and he, SEBOLD, suggested that it was a wonderful place in which to meet people. BLANK said that some snoopers from the Dies Committee and the FBI come into the place once in awhile, but that he has a wonderful nose for such people. He said that he could smell them right away. He, SEBOLD, suggested that he must have a marvelous knowledge of human nature to be able to do that. BLANK said that he is a member of the German Sports Club of New York. He said that there are a lot of airplane workers in this club, and that he can always overhear them talking about their business and activities without arousing suspicion. He said that two days after the captured German plane was brought over from England he learned about the matter from his club.

He asked BLANK if he knew FRED VON KREUTZENSTEIN and [REDACTED] BLANK did not know these people. These were the people mentioned in the radio message from Germany which requested that DUQUESNE should develope them as informants. BLANK suggested that he, SEEOLD, come to his store once in awhile to see him. He said that he had a bunch of blueprints about bridge con-

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struction and that he could have them if he wanted them. He said the blueprints had nothing to do with spy business, but that they might be of use to him.

FEHSE did very little talking. He did ask him, SEBOLD, if he had sent the message about STADE to Germany, and he told him that he had. FEHSE then handed him some more information about boats. He stated that he was going to see some one on a boat about leaving for Germany. BLANK during the conversation stated that he was not a citizen of the United States; that he let his first papers go and did not want to take out any papers at all. He also stated that he had been investigated three times by the Dies Committee and the FBI, but that he talked himself out of it each time. He also stated that he knew one [REDACTED] and who only mixed with the Jews and left Germany under the same circumstances as [REDACTED]. He indicated that [REDACTED] was ostracized by the German Government.

b7C

The two items furnished by FEHSE are as follows:

Item No. 1

" Mr. G. R. Hoff

End of March, 1941

The Maritime Commission has approved the sale of the following ships to English shipping companies. The ships belonged to the Maritime Commission and were laidup ships. J. H. Winchester & Company, NY, functioned as agents for the English ship owners.

Name	Sold to
"Western City"	8680 tonn. Kaye Son & Co., Ltd., London
"Oskawa"	8370 " Houlder Bros. & Co., Ltd., London
"Nockum"	8409 " " & " " "
"Artemis"	11925 " Royal Mail Line " "
"Bellhaven"	9808 " " " " "
"Berury"	7631 " Moss Hutchinson Line " Liverpool
"Bangu"	7699 " " " " "
"Higho"	7630 " T. & J. Harrison
"Invincible"	11721 " Cunard White Star " "
"Cotati"	8409 " New Zealand Shipping Co., Ltd., London
"Guimba"	8370 " " " " "
"Monasses"	8409 " " " " "

Other ships which were sold to foreign countries with the sanction of the Maritime Commission, but with special clause. (The exact wording in American Language).

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"The Sale of the Vessels were approved on condition that upon demand of the U. S. the vessels will be redocumented under laws of the U. S. and brought back to a continental U. S. Port." The three ships follows: "Hirondelle" F. C. Theobald, N. Y. City, purchaser: Madrigal & Company, Manila, P. J., under Philippine flag. Tank steamer "Yorbolinda", and "Algonguin" owner: Socony Vacuum Oil Company, Inc., N. Y. C. purchaser: Petroleum Shipping Company, Ltd., Panama, R. P. under Panama flag.

The yacht "Sumar" was sold by S. E. Whitney to G. H. Burland & Company, Bermuda.

BC
The following owners have requested approval from the Maritime Commission to sell the following vessels: The Texas Company, N. Y. City for the tanker, "New York"; [REDACTED] N.Y.C. for the tank steamer, "Bacci" both under Panama flag; [REDACTED] Wynnswood, Pa. for the freight steamer, "Marsodak" under Panama flag; J. L. Gentry, Calif. for the steamer, "Cocorado" under Mexican flag; the Polarine Fisheries, Inc., California for the ship "Polarine", to Buenos Aires but under the Panama flag.

The following yacht owners are requesting approval from the Maritime Commission for sale of their yachts. "Prisell" (ex Tokay), "Templer II" "Songa" (ex Renba) "Akela III" "Amici II". The party interested in each of them is H. E. Moss & Company, London.

Tank steamer "John Worthington" or another tank steamer of the Standard Oil of New Jersey was chartered to the West India Oil Company, South America for a trip from Baytown, Texas to Bermuda.

The Colabee S. S. Co. charged the ship "Colabee" to the North Shore Paper Company, Montreal for one year beginning April 15, 1941 for freight traffic between Quebec and New York.

In the month of January a total of 419 airplanes was delivered to Great Britain. Of them 102 went direct to England, 135 to Canada, 43 to British Malay, 19 to the Union of South Africa, 120 to the Gold Coast (West Africa). A part of the machines delivered to Panama will probably be flown or shipped to England.

The 6,000 tons of zinc stored in New York which belonged to Belgium: The present American authorities have

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* confiscated the same and divided it among firms which

page 2

need it urgently.

25,000 tons of purified copper lie in New York Harbor purchased from France before the collapse. They also want to confiscate this and pass it on to defenses.

Two transient laidup ships, "H. F. Alexander" and "Emma Alexander" were inspected by the Army and Navy Department and are supposed eventually to be purchased by the named departments.

In American shipyards at the moment, 25 tankers are under construction for American shipping companies consisting of an approximate total tonnage of 25 0000 tons. Ships are between 10,000 and 11 500 ton in size, have a speed of 15 to 16 knots and are designated by the Navy Department as important for American defense.

In order to place foreign ships which lie in American Harbors, specifically the Danish ships, in the service of American Shipping companies, a law is supposed to be passed by both houses. The wording of the resolution is supposed to be ready.

It is to be assumed that during the week from March 24 to March 29 an agreement about it will be reached and the same approved. One could come to no conclusion regarding the dealings between the owners of the ships and those interested in them. (I had reported about that).

Concerning New York Maritime Registers, I could not yet obtain them, but I think however, that in the next week a possibility exists.

Item No. 2

" March 21, 1941

* Arrived here English ship "City of Glasgow", "New York City", "Bristol City", "Kaimata" all armed some with deep sea bombs, and davits - reported. Being loaded direct for Cardiff and Bristol the ship "Regent Panther" and the tank steamer "Athelviking" armed are in shipyard. English

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" steamers "Ungava" "Silverwalnut", "Western Head", armed cannot determine where they are going. Two English tank steamers unarmed probably named, "Christian Holm" and "Scandia" lie empty at anchor. Dutch ship "Loordam" armed taking on cargo for Glasgow. Another three Dutch ships and three Norwegian ships arrived here; could not yet determine anything further. Jugo Slav ship "Bosyjka" left without giving destination. French ship, "Fort Royal" arrived here, normal appearance. Thirteen fighter planes lie on barges, and various Glen Martin bombers are packed in boxes ready to be loaded on the decks of the above-named ships.

(Serial 6788, page 2
Exhibit 1A6-128, 140
Q
Exhibit 1A
K)

March 22, 1941

Will further testify that he wrote out and with the assistance of Agent ELLSWORTH encoded the following messages, which were turned over to Agent [REDACTED] for transmission to Station AOR in Germany. These messages before encoding read as follows:

Message 228:

b7C
"A man named Heinz Stade has been recommended to me. He gives following references. [REDACTED]
Office of Foreign Politics, Hanover, [REDACTED]
[REDACTED] Berlin. He demands the first name of his sister as a password. He says he has important materials which he will send to you through me. Therefore please send me his sister's first name."

(Serial 6265, page 20)

Message 229:

"From Fink: Ships from last report are on the way except two English ships reported in shipyards, fully loaded, ready at anchor. English ships Boston City, Rexenor, City of Delhi, armed, latter with deep sea bombs, left March eleven. Newly arrived here: English ships Gibsum King, armed, antiaircraft guns, Indian Prince, armed, British Valour, armed, Wellfield, armed, tank steamer Toorak, armed. All named loading direct for England. Steamers Maihar, armed, deepsea bombs, Dardanus, armed, carried cargoes coming from Far East. Continued."

(Serial 6265, page 25)

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Message 230:

"Following Norwegian tankers arrived here empty: Alar, Atlantic, Kosmos II, Makitt II, latter in shipyard, all camouflage painted, could not determine armaments on any of them. Following Norwegians arrive here, being loaded for England: Varanger, Norbryn, Eastern Star, all armed. Dutch ship Balinkar, armed, loading for England. Following Dutch ships have arrived and are being loaded for a trip to India: Kota Napan, Hector, Kota Tjandi, Crijnssen, Bacchus, Luna, latter for South America. Norwegian ships Reinholt to China, Soebeli, Maud & Bill, Pollux, to South America. Not armed, camouflage painted. Martin Bakke in shipyards, has received armaments here. Continued."

(Serial 6265, page 26)

Message 231:

"French steamer Guadeloupe arrived here from West Indies, flags on both sides. Following Greek ships from England: Oropus, Eugenie Livanos, Stylianos Chandris, from Greece came Katingo Hadjipatera. None armed. First two in shipyards. Very poor appearance. Polish ship Rosewie, appearance as previously reported, loading for England. Have often learned that ships sail mostly to following English ports: Middlebro, Greenock, Cardiff, Lynass, Clyde River ports, Hull, Liverpool. Cargo of war importance, at the moment much of it with numbers and label French Contract nine seven, etc. After meeting with Carlos, nothing new from the trip."

(Serial 6265, page 27) b7C

Will further testify that on the same day Agent [REDACTED] turned over to Agent ELLSWORTH and himself three coded messages, which when decoded and translated read as follows:

Message 116:

"Regarding your message Nr. two two three. Fink reports are valuable. Shortening can be accomplished if Fink confines himself to precise reports on departures and eliminates rumors and conjectures. Mail, air and ship transportation too slow. It must be accomplished to establish promptly the amount, ulrich (?), boats, air armaments, etc. on transports from USA to Europe and Africa."

(Serial 6265, page 3)

Message 117:

"Letters number twenty to twenty two not yet arrived."

(Serial 6265, page 4)

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Message 118:

"Accounts are desired concerning USA, USA shipyards, their arrangements, slips, docks, etc. especially also concerning newly constructed ones."

(Serial 6265, page 4)

March 25, 1941

Will testify that he received in Post Office Box 67, Madison Square Station, New York City, a communication in German postmarked at New York March 24, 1941, and when translated into English the letter read as follows:

"

March 1941

The Westergard Boat Works, Inc., Rockport, Texas, is building two submarine destroyers, 110 feet long (PC497 and PC498).

The U. S. Navy is taking over the freighter Normacmail, a new type C3 freighter of 11,735 brute tons, 10,440 net tons, 17 knots. Further, the freighter Rainbow will shortly be launched by the Tampa Shipbuilding Co. After completion of the final work she will be given over to the Navy (8,656 tons, 16 knots, C2 type motor ship). This ship was really built for the (U.S.L.) American Pioneer Line. The line has two further C2 ships under construction by the Tampa Shipyard, which ships in the near future can be taken over. The Pioneer Line has five c-1-B type motor ships under construction by the Western Pipe and Steel Co., San Francisco, Calif. (416' by 60' by 37'6"). 4,000 horsepower, 14 knots, price \$2,127,500. Names American Builder, American Leader, American Packer, American Press, American Manufacturer. Latter ship is supposed to sail to the Philippines and the Far East on March 15.

The U.S.L. has under construction four C3 type passenger and freight ships being built by the Ingals Shipbuilding Co., Pasagoula and five C3 motor ships by the Sun Shipbuilding and Dry Dock Co., Chester, Pa. The War Department has taken over the passenger ship Orizaba of the Cuba Mail Line as an Army transport ship: 6,937 tons, construction year 1916, by Cramps Shipbuilding Co., Philadelphia, Pa. The ship, which had accommodations for 230 passengers, is supposed to be rebuilt so that it can transport 500 men. The former destroyer Castor has been rebuilt as a supply ship by the Navy and was placed in service

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" on March 12. The 1,650 ton destroyer Erickson, built by the Federal Shipbuilding and Dry Dock Co., N. J., was likewise placed in service on March 13. In the Boston Navy Yard the Destroyer Ludlow was placed in service, the keel having been laid on December 18, 1939, construction cost \$5,000,000.

The anti-submarine net tenders Hackberry and Sandlewood were launched by the American Shipbuilding Co., Cleveland. There also a total of 12 net tenders were built for the U. S. Navy total cost \$6,357,000. At the Bethlehem Steel Co., Union Yard, San Francisco, Calif., the steamer Alcoa Patriot, a Cl type 9,000 ton ship, was launched. 15 knots. Built for the Alcoa Steamship Co. (Aluminum Line). Likewise being built at this shipyard are the Cl ships Alcoa Pioneer, Alcoa Pilgrim, and Alcoa Puritan, the latter ship not yet launched. (395' by 60' by 37'6"). Costs \$2,002,000 each ship.

In the Union Yard two more destroyers are being built: 1,700 ton DD495 Laffey and DD460 Woodworth. Construction costs \$5,977,000 each. Contract dated July 1, 1940. On September 9, 1940, the shipyard received a contract for the construction of four cruisers (CL95 - CL98) and 16 destroyers, and on December 17 seven destroyers. Names of the 16 cruisers: Oakland, Tucson, Spokane, Reno. Names of the destroyers: Abner Read, Ammen, Beatty, Bush, Trathem, Hazelwood, Heerman, Hoel, McCord, Miller, Owen, Putnam, Stephen Potter, Tingey, Twining, Yarnall.

Fink 14 Mr. Gerof "

(Serial 6811, page 13)

March 26, 1941

b7c
 Will further testify that he wrote out and with the assistance of Agent ELLSWORTH encoded the following message, which was turned over to Agent [REDACTED] for transmission to Station AOR in Germany. This message before encoding read as follows:

Message 232:

"Through Fink, I have become acquainted with a man named Blank, who can obtain airplane information. Blank references: [REDACTED] Junkers Works, and [REDACTED] S. S. Bremen. He says he needs expense money in order to get information. Blank also asks whether he can work with [REDACTED] who is again in America. I await your advice."

(Serial 6265 , page 29)

65-1

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On the same day he received through the mail, addressed to him as Mr. HARRY SAWYER, at Post Office Box 67, Madison Square Station, New York City, N. Y., a package which contained a block of expanded rubber. In the package was a message reading as follows:

"Experiments are being made with this expanded rubber for keeping airplanes afloat and in invasion barges, torpedo speed boats, life rafts and so forth. It is used in spaces that would normally be filled with air. It will be adopted by Navy. Made by Sponge Rubber Products Co. of Derby, Conn. Originally made soft with nitrogen gas as expanding element".

(Exhibit 1A3-505)

On the same day he received a letter addressed to him at Post Office Box 67, Madison Square Station, postmarked at Newark, N. J., March 25, 1941. The enclosed document was in German, and when translated read as follows:

"

March 25, 1941

Reported tankers: English Christian Holm and Scandia; Norwegian Mirlo, Sarasa have been in shipyards four days.

Esso Belgium, as well as two Panama tankers, without neutrality signs, have left fully loaded.

English ships arriving here in damaged condition go into the shipyards. Kaimata has a pushed in stem. Empire Attendant lacks a rear mast and has other damages. Merchant Prince has heavy damages on deck from bomb hits. All Armed and have deep sea bombs.

Dutch steamer Westland arrived here fully loaded. Has four heavy bombers on deck, is being unusually well guarded.

Arrived here: English ships Brunswick, Dunsley, Embassage, Ettrickbank, Tureby, Tregarthen, all armed, deep see bombs, some with davits, T. D. Rosewood.

Dutch steamers Zypenberg, Soekaboemi, Maasdam, armed, being loaded for England.

Six ships from last report were: Norwegian Askot, Ascipot, Tai Yim. Dutch ships Weltvreder, Maria Brastagi. Some of the larger ones go to the Far East and the other small ones are used for coastwise trips and South America, all painted camouflage, seldom armed.

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" Norwegian tanker "Leiesten" arrived here. Freighter Olaf Bergh, armed and damaged. Greek steamer Mount Kyllene loading for England, unarmed. Likewise another Greek steamer, name not determinable.

French ship Merope normal. French ship Leopold L. D. and Isle de Re each about 5000 ton, are equipped to carry grain cargo to France, neutral identification marks.

Besides those already reported ships, the following named enemy ships are cruising around in other American harbors: Norwegian ships Heina, Hada County, Sorvangen, Grena, Ada, Lido, Jan, Braganza, Primo, Favorit, Fanya, Garnes, Polarland; British - Columbia Express, Molda, Balla, Aragaon, Crawford Ellis, Moira, Havorn, Tornay.

Dutch ships Ulysses, Prins Willem II, Aagtekerk, Prins Willem von Oranje, Hermes. Greek ships Eugenia Chandris, Mount Helmos, Anna T. Ships which left without giving destination: Jugoslavia ships: Kupa, Plavnik; Swedish ships Radmanso, Korsholm.

Manhattan is still in the shipyards. Will be taken over by the War Department, as was the S. S. Washington.

I learned from members of the crew of enemy ships that the ships sail to the following harbors besides those already reported: Portis Head, Orangemouth and Immingham. Large cargoes lie ready in the harbor but there are few ships.

Fink

"

(Serial 6811, page 15)

March 27, 1941

He will further testify that he received a letter addressed to himself as HARRY SAWYER in Post Office Box 67, Madison Square Station, New York City, and postmarked New York March 26th 1941, which was in German and when translated read as follows:

"

March 23. 41.

b7C

The Wheeler Shipyards, Inc., Brooklyn, N. Y. [REDACTED] are now
constructing 10 bomb target boats for U. S. Navy; 40 cutter,
83 ft. long, of wood, costing \$42,350 each, for the Coast
Guard. These are supposed to be delivered within a year.

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8 Coast Guard patrol boats have been contracted for by the following shipyards: 2 by the Shain Manufacturing Co., Seattle, 2 by Tacoma Boat Building Co., Tacoma, and 4 by the Mojean and Ericson Shipbuilding Co., Tacoma. The construction costs are estimated at \$71,000 to \$77,000 for each boat.

President Roosevelt has requested from Congress \$6,350,000 for construction of 6 further Coast Guard cutters.

The Willamette Iron and Steel Corp., Portland, Oregon, is building two mine layers CM 6 and 7 for U. S. Navy. The Western Boat Building Co., Tacoma, Washington, is building 1 mine searcher (95' by 24' by 11'1") 460 horsepower, Atlas Diesel Motor.

The U. S. Navy has sold the two Navy Colliers Nereus and Proteus, laid up in December, to the Canadian firm Sagunay Terminals of Montreal, purchase price \$597,000 for each ship. Built in 1913 by the Newport News shipbuilding Co.

U. S. Navy has given a contract to the George H. Flynn Corp. and Great Lakes Dredge and Dock Co. of N. Y. in the sum of \$8,600,000 for construction of a 1,200 ft. long dry dock in Bayonne, N. Y. The work should be finished by 1942. This will be the largest dry dock of the American continent and is supposed to be used mainly for large passenger and warships.

The Maritime Commission has chartered 4 freighters to bring in necessary war materials to the following firms: America South African Line, Inc. of N. Y., the ship Polybius for \$20,580 and the ship West Chestwald for \$17,174 each month. To the Seas Shipping Co., Inc., N. Y., the ship Eldena for \$20,630 and the ship Seattle Spirit, 8,553 tons, for \$17,106 a month. The ships are supposed to sail from South and East Africa to Atlantic ports.

The chartering of the American ship Ogontz has been extended until April 1942. The ship travels between North, South and Central America, as well as the West Indies and Hawaii.

The Standard Oil Co. of Calif. has chartered the tanker W. S. Miller to the California Texas Oil Co., Ltd., Nassau, Bahama, for a trip from California to Singapore with high octane gasoline and lubricating oil for the Chinese Government.

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" 30 motor torpedo boats have left here in company of 2 mother ships. It is to be assumed with certainty that these are going on their own power to England. One of the mother ships is the former yacht Hi Esmaro, now Niagara (report number 9) recognizable by the clipper stem. The mother ships were white upon departure but will be painted grey at sea.

Fink 13 Hern G. R. Hoff "

(Serial 6811, page 16)

He will testify from his notes (Exhibit 1A6-5) that at about 5:00 p.m. he received a telephone call at his office from PAUL FEHSE, who asked if he could see him before 6:30 p.m. He told him to come right away. FEHSE said he would be there at the office about 5:30. At about 5:40 p.m. FEHSE walked into the office, and he turned over to him copies of messages 116 and 118, which were received by radio from Germany. Message 116 stated that the reports from FINK were valuable and that they could not be shortened unless FEHSE limited himself to exact information. 118 requested reports concerning United States shipyards, their arrangements, slips and docks, and especially about new ones.

He then asked FEHSE if he still wanted to go back to Germany; that according to message 116 he was greatly needed here, as his reports were very valuable. FEHSE said that did not make any difference; that he had to appear before the Draft Board the next evening at 8:00 p.m.; that he did not want to join the American Army. He said it would make him sick inside. He asked FEHSE how he was going to engineer his departure and referred to the previous day's paper, which stated that all passenger boats were being searched by FBI Agents for espionage agents, and that FEHSE was well known and would not have a chance.

FEHSE said he would try to get a job on a boat with some company as a cook or something to do in the kitchen. He, SEBOLD, suggested that that would not help much, as he would be taken off. FEHSE said he knew that. He then asked him, FEHSE, about SCHUH. FEHSE said that SCHUH wrote the two typewritten letters which were mailed recently to him, SEBOLD. He undoubtedly was referring to the one postmarked at Newark, New Jersey, March 25, 1941, and simply signed Fink, and the other postmarked at New York March 26, 1941. FEHSE said that SCHUH had given some propaganda material to some of the passengers on the Spanish boat which left on March 26, 1941; that this propaganda was to be taken to Germany. FEHSE said that he had a friend in the German Consulate, and that he asked this friend for advice about going to Germany. The man in the consulate said that

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it could be arranged, but that he, FEHSE, would have to take out a "staatlooss" passport (a passport issued to a man without a country); that he would have to swear he was not an American citizen. FEHSE said that this consular agent knew what he, FEHSE, was doing. He asked FEHSE about EICHENLAUB and his radio gang. FEHSE said that he had not seen him again; that it was up to STADE to develop things with EICHENLAUB.

He asked FEHSE if STADE had left for Chicago, and FEHSE said he did not know. FEHSE asked him if he was supposed to see STRUNCK the following day, who was on the SIBONEY. He told FEHSE that he was expecting STRUNCK any day, and FEHSE said he would call up the following day after 4:00 p.m., and that he, SEBOLD, should then tell him when he was to meet STRUNCK, as he wanted to be there also. FEHSE asked him about the last letter he had written to him, SEBOLD, namely, one dated March 23, 1941. He produced this letter for FEHSE. FEHSE said that he, SEBOLD, should send the last paragraph, namely the one beginning "30 motor torpedo boats have left here in company of 2 mother ships" by radio, and the rest could go by messenger. This communication is signed Fink 13. FEHSE left at about 6:30 p.m.

(Serial 6811, page 2)

March 28, 1941

He will testify that he wrote out and with the assistance of Agent ELLSWORTH encoded the following messages which were turned over to Agent [REDACTED] for transmission to Station AOR in Germany. These messages before being encoded read as follows:

b7C
Message 233:

"From Fink: Loading of the ships from last report was delayed by rain and snow. Part have gone. Others leave in shortest of time. All tankers from recent reports have left here full. Newly arrived or out of shipyards and being loaded: English ships: Empire Seal, Argos Hill, City of Keelung, Pacific Grove, all armed, deep sea bombs. English tankers which arrived here empty: Montrolite, D. L. Harper, Tachee, armed. English ship Paipaki, armed, arrived from Australia. Continued."

(Serial 6265, page 31)

Message 234:

"India Prince left for India March two one. Cargo for City of Glasgow lay ready. Ship itself nowhere to be seen. Norwegian ships Skaras, Lista, armed, loading for England. Ida Bakke, Martin

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"Bakke, latter armed, are loading. Former arrives Rangoon April three naught, latter at Manama May six. Bencas, for far east. Tamerlane for South Africa. Betanouria, Tolosa for South America. Ingrid, West Indies - Tatra, from here probably for South Africa. Last Named ships not armed, painted camouflage. Continued."

(Serial 6265, page 33)

Message 235:

"Norwegian ships Haraldsvang, Elink in shipyard. Were until now not armed. Besides these, still others are in shipyards. Norwegian ships arrived here: Tabor, Bayard, Magnhild, Elik. Konnte weiteres noch nicht ersehen. Griech. D. Icarion left here. Had only part of cargo. Goes to other harbors. Egyptian ship Star of Alexandria arrived here. Swedish ship Koolsnaren loading suspiciously. Dutch ships Amazone, Astrea leaving for West Indies. Laertes, for Far East. Continued

(Serial 6265, page 34)

Message 236:

"Dutch ships carry much war material to Indian possessions. On various English ships I have determined the following: a Davit like device is mounted outside above the waterline, about seven meters long, fifteen cmt. diameter. Probably for swingout the Paravanes out. Noticeable cargo to England: many machine tools, spare parts for airplanes, provisions, hospital articles. Ships Fort Amherst, Townsend again here from, and to, Canada."

(Serial 6265, page 35)

Will testify from his notes (Exhibit 1A6-5) that at about 4:45 p.m. he received a telephone call at his office from PAUL FEHSE, who asked if he could see him in about half an hour. At about 5:15 p.m. he walked into his, SEBOLD'S, office, and said that he was leaving the next day, Saturday, as a fry cook on the SS SIBONEY. He said that he had been on board the ship and had seen DOLD; that DOLD had handed him a letter and \$100. He produced this letter from DOLD, who had gotten it from [REDACTED] and let him, SEBOLD, read it. The letter in substance read:

brc
"My dear Fink: I have received your two letters and they have given me much joy. Also the reports are received very well in this way. However, the reports must be more to the point and better composed. Enclosed I am sending you another \$100 and please continue nicely as before. Greetings. Adolf Gerhoff."

FEHSE said that DOLD had also brought over two letters which he delivered to the German Consulate here. FEHSE asked if he

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could borrow some money from him, SEBOLD. He told him that he had no money that night and that he would have to go to the bank to get some; and that since he, FEHSE, was sailing the next day, he would not be able to make it in time. FEHSE said that he could keep the \$500 which were promised to him from Germany and that he should pay it out as follows:

DK

Send \$250 to Family [REDACTED] Stuttgart, Germany, Senefelder Strasse 67, through the Steneck Travel Bureau, 127 East 86th Street, New York City; that at this travel bureau he should talk to a man by the name of [REDACTED] who is from Hamburg. As sender of the money he should use the name E. BOSCH;

Send \$200 to Aufzug

Send \$50 to Carlos

He said that he owed these people money. He then said that he, SEBOLD, should send the following message to Germany. The message is given in German and translated reads:

"From Fink. Fink returning to Germany on SS Siboney.
Arrange return from Lisbon."

FEHSE then talked about addresses, and he, SEBOLD, handed him a brown covered booklet, on the outside of which was the inscription "Telephone Numbers Frequently Called". In this booklet on the first page FEHSE wrote the instructions about the disposition of the \$500. On the second page he wrote a message which he, SEBOLD, was to send by radio. On the third page he, SEBOLD, wrote at FEHSE'S dictation the following:

"Georg Schuh 162 North Maple Avenue, East Orange."

FEHSE said that SCHUH, BROKHOFF, and LEO WAALEN would continue with his affairs. He, SEBOLD, then looked up in the telephone book the number of WESTERNMAN'S BOOKSTORE at FEHSE'S request and secured the telephone number, Bryant 9-5633. FEHSE phoned this number, but was unable to reach BLANK. He said that he wanted to get a hold of BLANK and get the Maritime Register from him. One of the previous radio messages received from Germany requested regular submission of New York Maritime Registers. FEHSE had been trying to secure these registers for some time. FEHSE stated that in case he was unable to leave for Germany he would telephone him the next day, Saturday, between 4:00 and 6:00 p.m. He then left.

(Serial 6811, page 11

Exhibit 1A6-

Q)

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SEBOLD will further testify from his notes (Exhibit 1A23-5) that at about 7:15 p.m. ERICK STRUNCK walked into his office. He immediately tried to tell him, SEBOLD, about the story of his having been arrested the last time he sailed from New York to Lisbon, but in order that he, SEBOLD, could get some microphotographs which he had been working on and which were to be sent to Germany, he told STRUNCK to come back at 8:00 p.m., as he had to go to another address and pick up some other materials which he wanted to send by him to Lisbon. STRUNCK left the office and returned about 8:15 p.m. He stated that he had been pinched by the United States Customs officials on the last trip; that he was taken to a barge office and that before this they had searched in his cabin and had taken three letters away from him, together with some German bonds. However, he said he managed to stick the microphotographs in his pocket.

STRUNCK said that in the barge office an FBI Agent took charge of him and finally said he could go on the ship again; that on the way out of the building he was transferring the microphotographs in his pocket and lost one of them. He believed it was the one that did not have any writing on the back of it. He stated that in Lisbon he [REDACTED] in the Imperial Bar & Grill and from there he went to a nearby basement restaurant which has boats in it. There there was a man sitting at a table who appeared to be a "limey", that is, a small Englishman. [REDACTED] approached this man, and they sat together. The Englishman asked how STRUNCK came to be there, [REDACTED] said that he was a friend of his and was harmless. Then [REDACTED] and the Englishman talked together. Later on [REDACTED] said to STRUNCK that this Englishman, from London, carried letters to the English Embassy in Lisbon, and also from the Embassy to London; that however, the Englishman goes to [REDACTED] and lets [REDACTED] copy his documents. [REDACTED] then forwards the copies to Germany.

b7C
[REDACTED] told STRUNCK that some time ago he got a bunch of English telegrams. He also stated that he had a lot of these Englishmen in his service. STRUNCK said that he told [REDACTED] about his adventure in New York and that he had lost a micro. He asked [REDACTED] if he should leave the boat in Lisbon and stay ashore. [REDACTED] told him that it would not be necessary, but that he wanted him to be very careful in the future. He told him to go on back to America as nothing serious had happened. He, SEBOLD, asked STRUNCK if he had carried any letters on that trip. STRUNCK said he had not, [REDACTED] gave some letters to DOLD. He did not know where they were addressed to. He, SEBOLD, handed over to STRUNCK for delivery [REDACTED] various items and asked him if he was not scared to carry all them again. STRUNCK said that he was not frightened, and that there was no trouble at all. He appeared to be very calm and collected in the entire matter

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and not worried. He left about 8:50 p.m. The following is a list of the materials handed to him:

1. Army and Navy Journal, December 21, 1940
2. Coast Artillery Journal, November-December 1940
3. Canadian Aviation Magazine, December 1940
4. Five microphotographs of the following items which were received in an air mail letter, postmarked Havana, Cuba, 3/2/41, and sent from JIMMY HARD.
 - (a) News Item, "Bad News for Nazi Germany" bearing the typed name, "JIMMY"
 - (b) Typed letter dated 16th of February, 1941 addressed to "My dear Mr. GERHOFF" and signed "JIMMY HARD".
 - (c) Typed page dated 27th February, 1941, signed "JIMMY HARD"
 - (d) Typed page dated 28th of February, 1941, signed "JIMMY HARD"
 - (e) Diagram of a ship, same being page 4 of this letter from HARTWIG KLEISS to GERHOFF.
5. Fifteen microphotographs of newspaper clippings which were received personally from FEHSE on February 25, 1941.
6. One microphotograph of a typed letter, "Fink 7" received personally from FEHSE and WAALEN, February 25, 1941.
7. Five microphotographs of newspaper clippings received personally from FEHSE, March 3, 1941.
8. One microphotograph of page one of a two-page letter (page 2 not having been cleared by the Bureau), received personally from FEHSE, March 5, 1941, addressed to GERHOFF dated March 1941.
9. One microphotograph of a letter "Fink" dated 5th of March 1941.

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10. Four microphotographs of Standard Government Form of Bid #31 marked HERRN GERHOFF - FINK 10, received from WAALEN and FEHSE, March 7, 1941.
11. Seven microphotographs of U. S. Navy schedule #4969 ships, marked "Fink 10", received from WAALEN and FEHSE, March 7, 1941.
12. Three microphotographs of the following items received personally from FEHSE, March 10, 1941.
 - (a) Typed letter signed "Fink 11.3.41" to HERRN GERHOFF
 - (b) Page 2 of letter "Fink 11.3.41"
 - (c) A typed letter, "Fink 12" dated March 8, 1941, addressed to HERRN GERHOFF
13. 12 Microphotographs of the following items received personally from Fehse, March 12, 1941.
 - (a) Letter dated April 18, 1941, concerning "The future fate of Scandanavia"
 - (b) A letter dated 28 of April 1940, addressed to "Dear Mr. BLANK"
 - (c) A ten-page document concerning "R. R. von Raupach, the originater of Fascies Hypocratica."
14. One microphotograph of two newspaper clippings received personally from FEHSE, March 17, 1941.
15. One microphotograph of a report covering material given Ducase One by DUQUESNE, originally on February 21, 1941.

(Serial 6789, page 2
Exhibits 1A23, 71, 72, 73, 74)

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March 29, 1941

b7C

He will also testify that Agent [REDACTED] turned over to Agent ELLSWORTH and himself a coded message, which when decoded and translated read as follows:

Message 119:

On his last trip from New York, Knorke lost a letter containing photo copies in the harbor district. A second letter containing photo copies was taken away from him during a cabin investigation. After a hearing Knorke could continue the trip. He, however, fears troubles on his return. Therefore caution. Advise Knorke to conceal materials most carefully on board, not in his own closets."

(Serial 6369, page 4)

He will also testify that he received a communication at Post Office Box 67, Madison Square Station, postmarked at New York March 28, 1941, and which contained a note from LEO WALEN, stating "See you Monday at 7:00 p.m. L.E.O." Includidwas also a typewritten document written in German, which when translated into English read as follows:

"

March 1940

Birchfield Boiler Co., Inc., Tacoma, Wash. is building for the U. S. Navy one self-propelled insulated lighter (YF 280). Construction costs \$65,650. The Calumet Shipyard and Drydock Co., Chicago, Illinois is building for distribution boats (64' by 18' by 8'), 200 horse power diesel motor, built for the War Department, Quartermaster's Corps.

The Grace Line, Inc., New York City, has chartered from the Maritime Commission the two laid up steamers West Celina, 8595 ton and West Modus, 8,677 ton for the duration of the war. The ships are now in repair and are supposed to sail from North Atlantic harbors to the West Coast and South America.

The Moore McCormack Line, Inc., New York City, has chartered the steamer Pacific Oak, 8,570 ton under the sam circumstances.

The steamer President Garfield, the fourth of seven passenger and freight steamers, which are being built for the American President Lines around the world service, has been turned over to the Line in Newport News. The first three steamers of the Line are named President Jackson, President Mcnroe and President Hayes.

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" The ships Alcoa Prospector and Alcoa Pioneer (C-1 type freighter) have been turned over to the Alcoa Steamship Company and are sailing from U. S. harbors to South America. This company has also chartered the ships St. John and Acadia from the Eastern Steamship Line. These ships are supposed to travel with passengers and freight between New York and the Windward and Leeward Islands.

The Jugoslav ship Duba has been sold to Panama and now is named Leda.

The U. S. S. Newton laid up since 1926, served as training ship for Marine Reserves, was supposed to be repaired and equipped to serve as an arms carrier at sea.

The ship Munargo, 6,336 ton, built 1921 in Camden, 413 8/10 feet long, 57 8/10 feet wide, 17 knots, has been taken over by the U. S. War Department.

The U. S. War Department has taken over ships Kent, 4,858 ton and Irwin, 4,900 ton from the Merchant and Miners Transportation Co. Negotiations are also under way concerning the acquisition of the ship Siboney, 6,938 ton, which is under charter to the American Export Line between New York and Lisbon (sister ship of the Orizaba).

The ship Normacsea (C-3 freighter) has been given over to the Moore McCormack Line by the Moore Drydock Co., California.

b7c

[REDACTED] City Island, received a contract for construction of three further mine searchers.

Robert Jacob, Inc., City Island, has received a contract for construction of four mine searchers. There also a 128 foot yacht is being built which eventually will be taken over by the Navy. Eight mine searchers are being built by the Hiltebrant shipyard.

The Maritime Commission has sanctioned the following charterings.

Tanker Torres, owner Bermuth Lembecke Co.; Inc., to the Anglo-Saxon Petroleum Co., Ltd., London, England, for two trips from Aruba or Curacao to Rio de Janeiro or Santos with crude oil or fuel oil. She loads the middle of May.

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" The U. S. Navy Department has given contracts for construction of 50 mine searchers (built of wood), over 130 mine searchers of other construction (built of wood) 30 submarine destroyers, 10 steel tug boats, 20 steel minesweepers.

Fink 15 Mr. G. E. R. hof. "

(Serial 6811, page 18
Exhibit 1A31-
Q)

March 31, 1941

Will testify that he wrote out and with the assistance of Agent ELLSWORTH encoded two messages which were turned over to Agent [REDACTED] for transmission to Germany. These messages read as follows before being encoded:

b7C

Message 239:

"From Fink. Fink returning to Germany on SS Siboney.
Arrange return from Lisbon."

Message 240:

"Your message 119. I have already seen Knorke and have sent further materials with him to [REDACTED]

Message 241:

"Weather seven A.M. Thirty degrees. 30.02. Unlimited.
Nine miles. West seven miles. Cloudy and warmer."

(Serial 6521, page 2)

On the same day he received at Post Office Box 67, Madison Square Station, a letter postmarked at Terminal Island, California, March 27, 1941, and which read as follows:

"Dear Harry:

I hope you are very well. So am I. As I heard our friend made his voyage in spite of his troubles. I was a little misinformed about his whereabouts. In case you know anything of importance write to Er. to Habana. Regards.

Afzg"

(Serial 6813, page 2
Exhibit 1A20-29
Q)

667

65-1819

Will testify from his notes (Exhibit 1A31-3) that about 6:55 p.m. LEO WAALEN walked into his office. He told WAALEN that FEHSE had left for Germany on the SS Siboney the previous Saturday. WAALEN said he knew all about that; that FEHSE and he had packed up FEHSE'S baggage the night before his departure. WAALEN said that he went on the Siboney on Saturday to see FEHSE off, but could not find him anywhere. He said he did not want to ask any one on the boat about FEHSE; that FEHSE had left his car parked on the pier, and he, WAALEN, could not claim the car, because he had no ownership papers for it.

He asked WAALEN how he expected to carry on and what his connections were. WAALEN said he only knew BROKHOFF, SCHUH and BLANK; that he had not had much time to run around the docks and find out about boats and cargoes. He stated, however, that he would do the best he could under the circumstances. He, SEBOLD, told him to bring BROKHOFF and SCHUH up to the office and have a little talk. WAALEN said he would bring BROKHOFF the following Saturday, April 5, at 7:00 p.m., but that he could not promise about SCHUH. WAALEN said that SCHUH was no good in the marine end of this business; that SCHUH has his own contacts in Washington; that he had made himself two patterns with holes in them to be used for spacing words in typewritten messages. He said that SCHUH sent one of the patterns over to Germany, so they would be able to read reports he sends. WAALEN then gave him, SEBOLD, the following materials to be sent to Germany. These materials were in a copy of the magazine "Diesel Progress" dated March 19, 1941, the magazine merely serving as a cover. He left at about 7:15 p.m.

Item One - A page, typewritten in German, which translated reads as follows:

" Newly arrived here; English ships "Empire Swan" "Vernon City" "Princess Arlene" "Clare Lilly" "Gipsum Prince" "Yorkmoore" "Markland", all armed and deep sea bombs.

Norwegian ships; "Frontenac" "Heina" "Taishan" "John P. Pedersen" "Helien" armed. When loaded the ships go from here direct to England, Digby, Grangemouth, Glasgow.

In shipyards besides those already reported are Norwegian Tankers: "Rita" "Notos" "Titania" "Tarn" "Dea" "Dalvangen" "Hellen" "Norbrynn" "Albert L. Ellsworth".

Dutch ships: "Falna" "Flora" "Media"

Fink

"

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Item Two - A magazine photograph of Elco Torpedo Boat.

Item Three - Three page report, as follows:

Page 1

" List of War Ships of the U. S. which are under construction and are to be built as of February 1, 1941.

Destroyers:

'Fletcher'	Federal SB & DD Co.	'Bache'	Bethlehem Steel Co.	Staten Isld.
'Radford'	" " "	'Beale'	" " "	" "
'Jenkins'	" " "	'Farenholt'	" " "	" "
'LaVallette'	" " "	'Bailey'	" " "	" "
'Percival'	" " "	'Brownson'	" " "	" "
'Bristol'	" " "	'Daly'	" " "	" "
'Ellison'	" " "	'Isherwood'	" " "	" "
'Hambleton'	" " "	'Kimberly'	" " "	" "
'Rodman'	" " "	'Luce'	" " "	" "
'Saufley'	" " "	'Meade'	" " "	" "
'Waller'	" " "	'Murphy'	" " "	" "
'Watson'	" " "	'Parker'	" " "	" "
'Aaron Ward'	" " "	'Bancroft'	" " "	Fore River
'Buchanan'	" " "	'Barton'	" " "	" "
'Duncan'	" " "	'Boyle'	" " "	" "
'Landsowne'	" " "	'Champlin'	" " "	" "
'Lardner'	" " "	'Meredith'		Boston Navy Yard
'McCalla'	" " "	'Wilkes'	" " "	" "
'Mervine'	" " "	'Nichelson'	" " "	" "
'Quick'	" " "	'Forrest'	" " "	" "
'Philip'	" " "	'Fitch'	" " "	" "
'Renshaw'	" " "	'Guest'	" " "	" "
'Ringgold'	" " "	'Bennett'	" " "	" "
'Schroeder'	" " "	'Fullam'	" " "	" "
'Sigsbee'	" " "	'Hudson'	" " "	" "
'Laffey'	Bethlehem Steel Co.	San Francisco	'Hutchins'	" " "
'Woodworth'	" " "	" "	'Charrette'	" " "
'Abner Read'	" " "	" "	'Conner'	" " "
'Ammen'	" " "	" "	'Hall'	" " "
'Beatty'	" " "	" "	'Halligan'	" " "
'Bush'	" " "	" "	'Haraden'	" " "
'Trathen'	" " "	" "	'Newcomb'	" " "
'Hazelwood'	" " "	" "	4 other Namen	" " "
'Heerman'	" " "	" "	2 "	Norfolk
'Hoel'	" " "	" "	'Woolsey'	Bath Iron Works
'McCord'	" " "	" "	'Ludlow'	" " "
'Miller'	" " "	" "	'Nicholas'	" " "
'Owen'	" " "	" "	'O'Bannon'	" " "

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" Destroyers:

'Putnam'	Bethlehem Steel Co.	San Francisco	'Chevalier'	Bath Iron Works
'Stephen Potter'	"	"	'Emmons'	"
'Tingey'	"	"	'Macomb'	"
'Twining'	"	"	'Strong'	"
'Yarnall'	"	"	'Taylor'	"
7 ohne Namen	"	"	'Dehaven'	"
6 ohne Namen	"	"	'Conway'	"
'Boyd'	"	"	'Cony'	"
'Bradford'	"	"	'Converse'	"
'Brown'	"	"	'Eaton'	"
'Cowell'	"	"	'Foote'	"
'Capps'	Gulf Shipbuilding Co.		'Spence'	"
'David W. Taylor'	"	"	'Terry'	"
'Evans'	"	"	'Thatcher'	"
'John D. Henley'	"	"	'Anthony'	"
			'Wadsworth'	"
			'Walker'	"

G. R. Hoff

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Page 2

" List of War Ships of the U. S. Navy under construction and to be Built as of February 1, 1941Large Battle Ships:

'North Caroline'	New York Navy Yard
'Iowa'	" " "
'Missouri'	" " "
'Maine'	" " "
'New Hampshire'	" " "
'Washington'	Philadelphia Navy Yard
'New Jersey'	" " "
'Wisconsin'	" " "
'Illinois'	" " "
'Montana'	" " "
'Ohio'	Norfolk Navy Yard
'Alabama'	" " "
'Kentucky'	" " "
'Louisiana'	" " "
'South Dakota'	New York Shipbuilding Corp.
'Indiana'	Newport News SB & DD Co.
'Massachusetts'	Bethlehem Steel Co. (Quincy)

GKO

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" Airplane Carriers:

'Hornet'	Newport News SB & DD Co.
'Essex'	" " " "
'Bon Homme Richard'	" " " "
'Intrepid'	" " " "
'Kearsage'	" " " "
'Franklin'	" " " "
'Hancock'	" " " "
'Randolph'	" " " "
'Cabot'	Bethlehem Steel Co., Quincy
'Bunker Hill'	" " " "
'Oriskany'	" " " "
'Ticonderoga'	" " " "

Cruisers:

'Atlanta'	Federal SB & DD CO.
'Juneau'	" " " "
'Fargo'	" " " "
'Cheyenne'	" " " "
'Duluth'	" " " "
'San Diego'	Bethlehem Steel Co., Quincy
'San Juan'	" " " "
'Flint'	" " " "
'Pasadena'	" " " "
'Springfield'	" " " "
'Topeka'	" " " "
'Baltimore'	" " " "
'Boston'	" " " "
'Pittsburgh'	" " " "
'St. Paul'	" " " "
'Albany'	" " " "
'Rochester'	" " " "
'Columbus'	" " " "
'Des Moines'	" " " "
'Cleveland'	N. Y. Shipbuilding Corp.
'Columbia'	" " " "
'Montpelier'	" " " "
'Denver'	" " " "
'Amsterdam'	" " " "
'Santa Fe'	" " " "
'Tallahassee'	" " " "
'New Haven'	" " " "
'Huntington'	" " " "
'Dayton'	" " " "
'Wilmington'	" " " "
'Buffalo'	" " " "
'Newark'	" " " "

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" Cruisers:

'Alaska'
'Guam'
'Hawaii'
'Philippines'
'Puerto Rico'
'Samoa'
'Birmingham'
'Mobile'
'Biloxi'
'Vicksburg'
'Miami'
'Wilkes-Barre'
'Oklahoma City'
'Little Rock'
'Galveston'
'Youngstown'
'Oakland'
'Tucson'
'Spokane'
'Reno'
'Providence'
'Manchester'

N. Y. Shipbuilding Corp.

" " "
" " "
" " "
" " "
" " "
" " "

Newport News SB & DD CO.

" " " "
" " " "
" " " "

Cramp Shipbuilding Co.

" " "
" " "
" " "
" " "

Bethlehem Steel Co., San Francisco

" " " " "
" " " " "
" " " " "
" " " " "

(Fore River)

(Fore River)

Progressive reports will be made concerning more minute details.

Fink. 15

"

Page 3

List of War Ships of the U. S. Navy under Construction
on February 1, 1941.

Names of Submarines:

'Mackerel'
'Gar'
'Grampus'
'Grayback'
'Gato'
'Greenling'
'Grouper'
'Growler'
'Grunion'
'Guardfish'
'Albacore'
'Amberjack'
'Barb'

Electric Boat Co.

" " "
" " "
" " "
" " "
" " "
" " "
" " "
" " "
" " "
" " "
" " "
" " "

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<u>Names of Submarines:</u>	Electric Boat Co.	Portsmouth Navy Yard
'Blackfish'	"	"
'Bluefish'	"	"
'Bonefish'	"	"
'Cod'	"	"
'Cero'	"	"
'Corvina'	"	"
'Darter'	"	"
'Angler'	"	"
'Barshaw'	"	"
'Bluegill'	"	"
'Bream'	"	"
'Cavalla'	"	"
'Cobia'	"	"
'Croaker'	"	"
'Dace'	"	"
'Dorado'	"	"
'Flasher'	"	"
'Flier'	"	"
'Flounder'	"	"
'Gabilan'	"	"
'Gunnel'	"	"
'Gurnard'	"	"
'Haddo'	"	"
'Hake'	"	"
'Harder'	"	"
'Hoe'	"	"
'Jack'	"	"
'Lapon'	"	"
'Mingo'	"	"
'Muskallonge'	"	"
"Paddle"	"	"
'Pargo'	"	"
'Grayling'	"	"
'Grenadier'	"	"
'Drum'	"	"
'Flyingfish'	"	"
'Finback'	"	"
'Haddock'	"	"
'Halibut'	"	"
'Herring'	"	"
'Kingfish'	"	"
'Shad'	"	"
'Marlin'	"	"
'Runner'	"	"
'Sawfish'	"	"
'Scamp'	"	"

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" Names of Submarines:

'Scorpion'	Portsmouth Navy Yard
'Snook'	" " "
'Steelhead'	" " "
'Silversides'	Mare Island Navy Yard
'Trigger'	" " " "
'Wahoo'	" " " "
'Whale'	" " " "
'Sunfish'	" " " "
'Tunny'	" " " "
'Peto'	Manitowoc Shipbuilding Co.
'Pogy'	" " "
'Pompon'	" " "
'Puffer'	" " "
'Rasher'	" " "
'Raton'	" " "
'Ray'	" " "
'Redfin'	" " "
'Rebaol'	" " "
'Rock'	" " "

Fink: 15 Mr. G. E. R. Hof

Progressive reports will be made concerning more
minute details.

(Serial 6812, page 2
Exhibit 1A31-84,86
Q)

VEC:WM 1

65-1819

April 2, 1941

He will testify that in response to the letter received from STIGLER, he addressed the following letter, which he mailed, to E. SIEGLER, Chief Butcher, S. S. America, United States Lines, Havana, Cuba:

"

New York, 4/2/41

Dear Erwin:

I hope you are having a good trip and hope AUFZ will call on me as soon as you reach New York, as I have something very important to talk to him about, one our old friends.

Yours,

/s/ HARRY

"

(Serial 6813, Page 2, Exhibit 1a14-85)

SEBOID will further testify that he received a letter addressed to himself as HARRY SAWYER, Post Office Box #67, Madison Square Station, New York City, on March 29, 1941, which read as follows:

"Dear Harry:

Are you still in circulation? Please let me know.

/s/ JIMMY

"

(Exhibit 1a3-506)

In response to this letter, he wrote the following to FREDERICK DUQUESNE, which he addressed to him at his office, which read as follows:

"

4/2/41

Dear Sir:

I am still well and hope you are the same. I learned from our friends about your visitor. Let me know if you want to see me again.

/s/HARRY

(Exhibit 1a3-508)

675

65-1819

On the same day he also received an envelope post-marked at New York City on April 1, 1941, bearing a printed return address of the National Aeronautics Council, 37 West 47th Street, New York City, and an accompanying note from DUQUESNE, which read;

"Dear Harry:

I wonder if you would like to read some scientific magazines.

Truly,

/s/ JO

(Exhibit 1a3-509)

April 5, 1941

Will testify that Agent [REDACTED] turned over to Agent Ellsworth and himself three coded messages, which, when decoded and translated, read as follows:

b7C
Message #120. "Observe and report shipments of war materials from U. S. A. to Persian Gulf through American Express Line."

Message #121. "Please acquire telephone book, 1941, of London, Birmingham, Liverpool, Plymouth. Older issues not of interest."

Message #122. "Twenty to twenty two received concerning GONTARD. WAIT for our message. Letter to Georg in Budapest received. Use same address for mail. Concerning [REDACTED] letter, don't undertake anything more. [REDACTED] reports are good and further are urgently desired. Thank him heartily for true cooperation. In no case may you expose yourself by new recruiting. Better hands off."

(Serial 6521, Page 6)

He will testify from his notes (1a31-3), that a little before 7:00 P. M. on the same day he received a telephone call from WAALEN at his office and he asked if it was all right to see him. He told WAALEN to come up to his office.

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At about 7:00 P. M., WAALEN walked into his office holding his nose and saying that, "It stinks", referring to the arrest of FEHSE. WAALEN said that FEHSE was in jail. He said that it was due to some letters he had written to Italy in April, 1940. He said the F. B. I. must have found FEHSE's fingerprints on the letters and therefore he had to plead guilty. He said if FEHSE had taken a good lawyer, like the judge had suggested, he would have gotten less than a year. WAALEN did not think there was any danger that the F. B. I. traced him to him (SEBOLD). He said that an F. B. I. man had been to see BROKHOFF and had told him to take care of FEHSE's stuff, that is, his car and his luggage.

WAALEN stated that BROKHOFF was going to visit SCHUH the next day, Sunday. He said BROKHOFF was at that moment in FEHSE's apartment on Second Avenue and was afraid to come to see him, SEBOLD. WAALEN suggested that he go with him to talk to BROKHOFF in FEHSE's apartment. He told WAALEN that he didn't want to see BROKHOFF there and that he should bring BROKHOFF up to the office in the near future.

WAALEN stated that FEHSE wrote BROKHOFF a letter from the Detention House on West Street, requesting that he come to see him and bring along some money, and also saying that BROKHOFF should send a night letter to FEHSE's wife in Germany, informing her about what had happened to him, FEHSE. WAALEN said that he had a report about some ship information; that he did not know whether he should send the report or not. He, SEBOLD, told him to mail the report to him. WAALEN asked if Box 67, Madison Square Station, is still O. K. and he told him that it was safe and to use that number.

He also told WAALEN that he was certain because he frequently sends himself a test letter, in which he places a piece of photograph paper in the dark room, the letter being lined with black paper, and he then opens the letter in the dark room and develops the paper. If the paper is black, then he knows that someone has opened the letter before him. WAALEN said that that was a good idea and from then on he would send a piece of black paper in his communications so that he, SEBOLD, will know whether the letter has been opened.

With reference to the arrest of FEHSE, SEBOLD told WAALEN that he would have to use his own judgment now as to whether or not to continue working in the spy business. He did not encourage him in any way to continue. WAALEN said that he knows the risks he is taking and that he is old enough to know what he is doing. He said that he would see him, SEBOLD, again on Thursday, April 10th, at 7:00 P. M.

65-1819

April 7, 1941

He received a letter from WAALEN addressed to himself as HARRY SAWYER at Post Office Box #67, Madison Square Station, which was postmarked New York, April 7, 1941. The envelope itself was lined with black and contained a piece of Agfa LUBEX photograph paper and two notes. The notes were in German and when translated read as follows:

Note #1 - "Ville de Liege left New York on 4/5 4 o'clock P. M. for Liverpool, not in convoy 16-17 knots."

The second item, also in German, translated, reads as follows:

" FINK 17

The U. S. Navy has taken over as airplane transport ships the two new so-called seatrain vessels, "Seatrain Texas" and "Seatrain New Jersey" which were completed last year by the Sun Shipbuilding & Dry Dock Co. Both 11,000 ton. The ships are supposed to be remodeled and armed. After remodeling the cost of each ship is estimated at \$6,400,000. They travelled until now between New York and Texas City. Two more of these seatrain ships run from New York to Havana. A fifth, "Seatrain New Orleans", travels from New Orleans to Havana. Robins Drydock & Repair Corp., Brooklyn, N. Y., has received the contract of \$6,155,000 for repairs on the Army transport ship "Chateau Thierry".

Regarding the 200 ugly duckling ships (reported), now a further 200 are supposed to be built, the greater number of these for England. Since the shipyards are working to capacity new ones are supposed to be erected. For this purpose the Maritime Commission has brought into being the Bureau of Emergency Shipping. The monies for construction of these ships are contained in the \$7,000,000 British Aid Bill.

b7C
The Jacksonville Shipbuilding Corp. (a newly organized shipyard) contemplates the construction of 50 slips for construction of 100 ugly ducklings, 110,000 ton freighters. Negotiations are still in progress with the Government. [redacted]
[redacted] the new corporation. [redacted]

Naval arch.

The U. S. Coast Guard Washington on April 7th will open the bids for three 327 feet coast guard ships and on April 9th for two 110 feet coast guard ships (110' x 26' 5" x 10'6").

65-1819

" The gambling ships "Tango" and "Rex" (gambling ships) are being sold to England. Negotiations concerning the "Rex" are closed. They are supposed to travel between British Columbia and the West Coast of South Africa.

Contracts have been given to the Charleston Shipbuilding & Dry Dock Co., So. Carolina, for 6 steel tugs for U. S. Navy. Cost estimate \$8,100,000 lt.

Dubuque Boat & Boiler Works, Dubuque, Iowa, is building two 220 ton cutters for U. S. Coast Guard (113' x 34' x 6') "Dogwood" and "Sycamore" as well as five mine planters for coast artillery, 64' long. Total cost \$265,000.

Gibbs Gas Engine Co., Jacksonville, Florida, is building four coast mine searchers AMC 42 to 45 and sixteen 30' landing boats for U. S. Navy.

Greenport Basin & Construction Co., Greenport, L. I. four coast mine searchers AMC 46 to AMC 49.

Harbor Boat Building Co., Terminal Island, Calif., is building 15 Bomb Target Boats for the U. S. Navy.

Higgins Industries, Inc., New Orleans, La., is building besides the already reported boats, a further 67 Eureka Landing boat, 36' long, for U. S. Navy.

Lake Superior Shipbuilding Co. is building two Fuel Oil Barges, 10 46 to 47 Navy.

Lake Washington Ship Yards, Houghton, Wash. is now building besides the reported boats, 4 boom net tenders YN 1 to 4 and 7 artillery lighters for the U. S. Navy. (Serial 6812, Page 19)

April 8, 1941

b7C Will testify that he received a letter addressed to himself, HARRY SAWIER, Post Office Box 67, Madison Square Station, which was written by [REDACTED] and dated at Santos on April 1, 1941, which read as follows:

"Uncle didn't arrive yet. On account of a change of the Address." (Exhibit 1a_____, Q_____.)

65-1819

April 9,
1941.

Will testify that he received a letter addressed to himself as HARRY SAWYER, Post Office Box #67, Madison Square Station, postmarked Hoboken, New Jersey, April 8, 1941, and which read as follows:-

"

4/8/41

Dear Harry:

Meet you tomorrow, April 9th, 7:00 P.M. b/w Columbus
Vie Frueher.

/s/ METZGER

b7C

(At Columbus Circle, as before. [redacted])

(Ex. 1A14-83 Q)

Will testify from his notes

(Ex. 1A15-22)

that he went to Columbus Circle, New York City, arriving about 7:00 P.M., where he met SIEGLER. He immediately told Siegler that he had better see him in the office, as he didn't like the air around the circle. They then went down to the subway and he took the Eighth Avenue Express and SIEGLER took the Eighth Avenue Local. He left the train at 42nd Street and telephoned for Agent Ellsworth.

He then went to his office and a few minutes later SIEGLER walked in. He asked Siegler if he had heard the bad news about FEHSE. Siegler said that he had heard the news in Cuba. He then said that BROKHOFF had been to the Detention House visiting FEHSE and that during the visit FEHSE kept moving his fingers like he was operating a typewriter and making motions to indicate that BROKHOFF should throw the typewriter away. However, he didn't make any open statements about that. He asked Siegler why Stigler did not come up to see him. Siegler said that Stigler was scared stiff and also that KLEISS had lost his head altogether. He then tried to calm Siegler down and told him that the whole affair apparently had no connection with him, SEBOLD.

SIEGLER spoke about his trip through the Panama Canal. He said that the ship was guarded by eight soldiers while going through the canal. He said that these soldiers planted machine guns aft on the ship and that the machine guns were mounted on bicycle wheels. He said that there is a lot of fortification work going on.

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He also stated that while coming into New York he had noticed six English oil tankers and an English battleship. SIEGLER asked about the ERICH STRUNCK pick-up. He told him as much of the details as he knew about the case, which he had learned from STRUNCK personally. SIEGLER said that he has a friend whom he has known for about ten years whose name is [REDACTED] that this man is going to sail on the S. S. Excalibur. SIEGLER said that he wanted to break the man in as a messenger and asked him, SEBOLD, if it was O. K. with him.

SEBOLD told SIEGLER that he would like to think it over and that SIEGLER should give him a telephone call within the next few days between 4:00 and 6:00 P. M. SIEGLER told him that he wanted to get this fellow to working without telling him it has anything to do with espionage work. He said he could hand the fellow a letter and say it was to a personal friend and there would be no hesitancy on the part of the fellow in taking the stuff over.

SIEGLER said also that he used to know a man on the South American run by the name of [REDACTED] (phonetic); that this man started to work with FEHSE, but was only active for two days getting information about boats when he quit, because he was being followed. He handed SIEGLER one of his business cards containing the telephone number at the office, and SIEGLER promised to telephone with reference to the new messenger within the next day or so. SIEGLER left at about 7:51 P. M., saying that he had a date with STIGLER at the Lorslei Restaurant at 86th Street in Yorkville. (Serial 6813, Page 2)

b7C

April 10, 1941

Will testify that Agent [REDACTED] turned over to Agent Ellsworth and himself a coded message which, when decoded and translated, read as follows:

Message #123. "Please repeat [REDACTED] address Mexico City. Happy Easter and wish everything good." (Serial 6521, page 15)

That he wrote out and with Agent Ellsworth assisting they encoded the following messages, which were turned over to Agent [REDACTED] for transmission to Station AOR in Germany. These messages, before encoding, read as follows:

Message #243. "From FINK's friend IEO: Newly arrived here: English Ships Empire Swan, Vernon City, Princess Arlene, Clare Lilly, Gypsum Prince, Yorkmoore, Markland, all armed and deep sea bombs. Norwegian ships Frontenac, Heina, Taishan, John P. Pedersen, Helien, armed. In shipyards besides those already reported: Norwegian Tankers Rita, Notos, Titania, Tarn, Dea, Dalvangen, Hellen, Norbrynn, Albert L. Ellsworth; dutch ships Flana, Flora, Media."

65-1819

Message 244. "From LEO. Ville de Liege left New York on April five, four o'clock P. M. for Liverpool. Not in convoy. One six to one seven knots."

Message 245. "Weather eight A. M. Eight thousand feet. Partly cloudy. Two miles. Four six degrees. Northeast four miles. Three naught point one seven. Do you still want these weather reports?" (Serial 6521, Pages 13 and 14)

Further that at about 5:55 P. M. FRANZ STIGLER telephoned to him at his office and said that he wanted to see him the next evening at about 7:00 P. M. at Columbus Circle. He asked STIGLER to come up to his office, but he refused and hung up.

Will testify from his notes (exhibit 1a31-3) that LEO WAALEN came to his office at about 7:15 P. M. He said that BROKHOFF had been to visit FEHSE at the Detention House; that FEHSE had held up his hands for BROKHOFF to see them and show him the calluses, as he had been working in the iron works. He also motioned BROKHOFF to get rid of his typewriter. WAALEN said that he had taken the typewriter to some friends of his. WAALEN said that he does not have much time to look around for boats but that in the next few days he would get in his sail boat and make trips through the harbor district, thus having a better chance to make observations of the ships which were in the harbor. WAALEN handed him a magazine photograph bearing the caption "A Modern Way of Transporting Loaded Railroad Cars - Seatrain New Jersey".

He also handed him a typewritten page written in German, which when translated, reads as follows:

"The American Export Lines has placed the steamer, 'Exiria' in the New York - India service. The line thereby has 17 ships in the NY - India Service."

The Navy Department has given a contract to the Cooper-Bessemer Corp. Grove City, Pa. in the amount of \$1,952,000. for construction of motors for 16 mine sweepers. The tanker 'N. J. BLOM' was launched by the Sun Shipbuilding & Drydock Co., Chester, Pa., 10,400 tons (d.w.) x 70' x 38') 5,000 horse power, General Electric Turbine, compound drive, 14 knots. Kiel and Philadelphia, 1940. Built for Atlantic Refining Company for traffic between Philadelphia and Texas Gulf ports.

The U. S. Maritime Comm. has given the Socony Vacuum Oil Co. permission to sell the tankers, "Yorba Linda", 6,900 ton, 10½ knots and "Algonquin" 7,229 ton, 10½ knots to the Petroleum Shipping Co. Ltd., Panama under the conditions that if the ships were needed by the U.S. they must be returned. The Maritime Comm. has given the Standard Oil Company of New Jersey permission to charter the following tankers: Chester O. Swain to the Standard Oil Co. of Brazil for a trip from Aruba to Bahia, Pernambuco and Para, Brazil; tanker, Thomas H. Wheeler, or one of similar size to the Lago Oil and Transport Co. Ltd. for a trip with crude oil from Cartagena to Aruba. The Diesel yacht, 'Haida', 218 feet long has been turned over to the Navy - [REDACTED]
 Glenbrook, Nevada. He is [REDACTED] yacht being built by Robert Jacob Inc. City Island, New York, 127 feet long, 21 feet wide, 15 knots, Diesel motors, steel construction 6,200 gals. fuel, cruising radius, 1500 miles. When the body of the boat is ready and she is needed by the Navy, she is supposed to be finished as a help ship. Robbins Drydock & Repair Company, N.Y., will enlarge and improve the shipyards, costs \$416,700.

b7C
 \$142,000,000. has been appropriated for repairs and improvements on the following ships: for airplane carriers, 'Levington' and 'Saratoga', and motors for 3 submarine boats, repairs to the machines of 5 battleships; for elevating guns on 3 battle ships; improvement of the airplane defenses on war ships and aid cruisers; for taking over of help cruisers and for their remodeling as well as installations to counteract workings of magnetic mines. Up until the middle of March of this year 6 seagoing freighters and 1 tanker were completed, a total of 55,417 ton, tanker 11,237 ton.

At the Bethlehem Steel Co., Staten Island, the steamer, 'Cape Cod' has been launched; C-1 freighter (416 '9" x 60' x 37' 6"), steam turbines, 14 knots, 6,900 ton, 6 passengers for Maritime Commission.

Signed FINK 17 G. R. HOFF "

(Serial 6812, Page 30) (Exhibit 1a31 _____, Q _____.)

WAALEN left, stating that he would see him on Saturday, April 12, 1941, at about 4:00 P.M.: that he would bring SCHUH and BROKHOFF. He left about 7:35 P. M.

With Agent Ellsworth he wrote out and they encoded Message #246, which before encoding read as follows:

"Your message 123. I do not know [REDACTED] Mexico City address. Shall I ask him for it? He asks daily for a message from you. Happy Easter. (Serial 6714, Page 4) (This message they turned over to Agent [REDACTED] for transmission to Station AOR in Germany.)

April 11,
1941

65-1819

Will testify from his notes (la20) that at about 7:05 P. M. he met FRANZ STIGLER at Columbus Circle in New York. He tried to convince STIGLER that he should come up to the office to talk, but STIGLER refused on the ground that he had been followed a great deal and that if he went up to his, SEBOLD's office, he might lead some one to that place and thus spoil the whole set-up.

They then took a walk through Central Park, finally ending up at 85th Street & Fifth Avenue. STIGLER went over the details of FEHSE with special reference to the fact that BROKHOFF had told STIGLER that he had been to see FEHSE in the Detention House and that FEHSE is doing pipe-cutting work and had mentioned to BROKHOFF to get rid of the typewriter. He gave his version of the way FEHSE was caught as follows:

When STRUNCK was questioned, the F. B. I. found some letters on him which had been sent by FEHSE. When FEHSE went up to the place, the F. B. I. took fingerprints and found them to be identical with the prints on the letters taken from STRUNCK. STIGLER said that on the last trip, while in the Panama Canal Zone, he had a conversation with two Marine aviators at the Naval Base. He said that as he talked to them he thought they were real Americans, but all of a sudden they started talking to him in German with a Cologne dialect. One of the men said he was born in Cologne. When they parted, the aviators said they would give STIGLER a send-off when the ship was leaving port; that when the S. S. America left the Canal Zone, these aviators did some strong flying over the ship by swooping down and climbing out again. He indicated that he did not know these men and they did not know him; that it was purely coincidence that they met and there was no talk about any disloyal activities.

STIGLER said that he is still writing occasional reports to [REDACTED] and sending them via South America. He pointed out on a business card of Weber & Hailbronner, 34th Street & Broadway, containing the name [REDACTED] the following address: [REDACTED]. He said something must be going on in [REDACTED] wrote him that

b7C
[REDACTED] that a man by the name of [REDACTED] [REDACTED] thus indicating that no more communications should be addressed to an individual by the name of [REDACTED] but should be sent to [REDACTED]. STIGLER said that [REDACTED] is a big dumbbell and that he thinks himself safe and above the English; that [REDACTED] plays the role of a Jew in Lisbon; that the Englishmen are really smarter than [REDACTED] as they play very dumb and don't go around bragging like [REDACTED] does.

STIGLER said that there was a Scotchman on the S. S. America who has been playing dumb to STIGLER, apparently just to try to catch him off guard. This Scotchman went ashore with him in Panama and in a bar there he made some bad remarks about the United States to him, STIGLER. However, two American naval sailors were standing nearby and overheard this Scotchman and promptly beat him up, giving him two black eyes.

65-1819

STIGLER said that JIMMY HARD, that is, KLEISS, is going to take a three-month's vacation. They separated at about 8:05 P. M. at the corner of Fifth Avenue & 85th Street. STIGLER said that if he has anything much on the next trip, he would come up to his, SEBOLD's office. He told STIGLER to tell SIEGLER that concerning the new messenger named [REDACTED] he felt it advisable to tell this new messenger that he would be carrying documents important to the German Government and that he was dealing with a spy ring; that otherwise if the man only had the impression that he was carrying personal documents, he might give the game away. He explained that if the man were to carry materials he, SEBOLD, would have to give him his office and mail address in order to arrange meetings with him and would also have to give him [REDACTED] address; that with these addresses in his possession [REDACTED] might disclose his identity to the British authorities or other authorities who might search him and find materials which he was carrying to Lisbon. (Exhibit 1a20____, Q____.) (Serial ____)

b7C

April 12, 1941

Will testify that with Agent Ellsworth they recoded Message #246, which was encoded the day before and used the code for that day. On the same day he typed up and mailed a letter addressed to E. ROEDER, 210 Smith Street, Merrick, Long Island, which read as follows:

"Dear Mr. Roeder:

I have not heard from you for a long time, but hope you are well. I am getting along O. K. in my business. Our friends sent me some new materials and if you will call at my office some evening I can turn them over to you. Please write me when you can see me.

Very truly yours,

/s/ HARRY

This letter he mailed the same day.
(Exhibit 1a13-166)

He will testify from his notes (1a31-3) that at about 3:50 P. M. he received a telephone call from LEO WAALEN at his office, saying that he would come up to the office in about twenty minutes. At about 4:20 P. M., WAALEN and SCHUH walked into the office. WAALEN introduced SCHUH to him and he, SEBOLD, observed that he appeared to be about fifty years old, bald-headed, wore glasses, about six feet tall, blue-gray eyes and a small mustache.

65-1819

SCHUH said he was born in Stuttgart, that he worked as a mechanic in a hospital. He asked SCHUH what kind of connections he had with Germany. SCHUH said that he had none; that he did this kind of work out of his own convictions in favor of Germany. He then asked him if he knew what the consequences were and the risk that he was taking. SCHUH said that he knew all about that. He said that he had something on boats. He, SEBOLD, handed him a piece of paper and SCHUH wrote down the following in German, which when translated reads:

" CAPIRA, seven to eight thousand tons, overloaded, black brown superstructure. Destination, Liverpool."

He, SEBOLD, wrote in later, "U. S. L., Panama flag."

SCHUH also wrote on the same message, "What does one think about a trip to Germany by [REDACTED] as a German citizen, departure middle of May?" SCHUH stated that he has a neighbor who is an Irishman and an American Leginnnaire. He drives a Cadillac to Washington, D. C. He said that this man tells him once in a while about his Washington trips and about his connections with the Army officials there. This appears to be the connection which has been previously reported between SCHUH and Washington.

b7C

SCHUH said that America is not going to war now; that the officials are thinking of some way of cooperating with Germany, Since the last battles in the Balkans and the possible downfall of England. He talked a lot about races and people and said that the Negro League is financed by Japan. He said that these negroes are going to be used to shoot down white men in coming riots and that since the negroes are aware of things now, there are going to be complications. SCHUH said that the United States Marines are being trained as riot squads and also as strike-breakers. WAALEN handed him, SEBOLD, a two page document, numbered Fink 18, and then a newspaper clipping. WAALEN said that the newspaper clipping was from [REDACTED] and that she wants to send some more material by mail but does not want to sign any name to it. SCHUH said that he, SEBOLD, should give him some kind of a recognition mark. He, SEBOLD, put down on a piece of paper a sign of a circle with an 'X' in it and handed it to WAALEN to be given to [REDACTED]. SCHUH said that [REDACTED] wants to return to Germany in the middle of May and that he would like to have the above-quoted message sent to Germany.

He, SEBOLD, suggested that it would not be of any use to send such a message, as SCHUH does not know anybody in Germany, whereupon SCHUH said that he is in connection with GERMEXP in Hamburg.

65-1819

It was then that he, SEBOLD, requested SCHUH to write down the message, which SCHUH did, and this message has been quoted above. He asked SCHUH if he knew STADE and EICHENLAUB. SCHUH said that he does not know STADE, but that he is well-acquainted with EICHENLAUB.

During the conversation, WAALEN made a telephone call to BLANK at Westermann's Bookstore with reference to his procurement of telephone books of various English cities as had been previously requested in a radio message from Germany. WAALEN said that he would see him, SEBOLD, on Wednesday at about 7:00 P. M. He and SCHUH left at about 5:00 P. M.

The following are the items handed to him, SEBOLD, by WAALEN:

1. A newspaper clipping bearing the heading, "List of Seized Ships. 68 Alien Craft Taken Over by United States Are Tabulated by Ports".
2. A two-page typewritten document in German which, translated, reads as follows:

(Page 1) "Names of the warships and airplane carriers of the U. S. Navy which are under construction and are to be built as of February 1, 1941.

WARSHIP

North Carolina	New York Navy Yard, keel laid October 27, 1937, launched on June 13, 1940. Contract given on August 1, 1937; placed in service on April 9, 1940. (Should be 1941)
Washington	Philadelphia Navy Yard, keel laid on June 14, 1938, launched on June 1, 1940.
New Jersey	Philadelphia Navy Yard, keel laid September 16, 1940, contracted as of July 1, 1939.
Iowa	New York Navy Yard, keel laid on June 27, 1940, contracted as of July 1, 1939.
Missouri	New York Navy Yard, keel laid June 1, 1941, contracted as of June 12, 1940.
South Dakota	New York Shipbuilding Corporation, keel laid July 5, 1939, contracted as of December 15, 1938.
Indiana	Newport News Shipbuilding & Dry Dock Corporation, keel laid November 20, 1939, contracted as of December 15, 1938.

65-1819

Massachusetts	Bethlehem Steel Company, Quincy, keel laid July 20, 1939, contracted as of December 15, 1938.
Alabama	Norfolk Navy Yard, keel laid February 1, 1940, contracted as of April 1, 1939.
Kentucky	Norfolk Navy Yard, contracted as of September 9, 1940.
Louisiana	Norfolk Navy Yard, contracted as of September 9, 1940.
Wisconsin	Philadelphia Navy Yard, contracted as of September 9, 1940.
Illinois	Philadelphia Navy Yard, Contracted as of September 9, 1940.
Montana	Philadelphia Navy Yard, contracted as of September 9, 1940.
Ohio	Philadelphia Navy Yard, contracted as of September 9, 1940.
Maine	New York Navy Yard, contracted as of September 9, 1940.
New Hampshire	New York Navy Yard, contracted as of September 9, 1940.

AIRPLANE CARRIERS:

Hornet	Newport News Shipbuilding & Dry Dock Company, keel laid September 25, 1939, launched on December 14, 1940, contracted as of April 10, 1939.
Essex	Newport News Shipbuilding & Dry Dock Co., contracted as of July 3, 1940.
Bon Homme Richard	" " " " " " " " " " " " " " " "
Intrepid	" " " " " " " " " " " " " " " "
Kearsarge	" " " " " " " " " " " " " " " " September 9, 1940.
Franklin	" " " " " " " " " " " " " " " "
Hancock	" " " " " " " " " " " " " " " "
Randolph	" " " " " " " " " " " " " " " "
Cabot	Bethlehem Steel Co., Quincy, contracted as of September 9, 1940.
Bunker Hill	" " " " " " " " " " " " " " " "
Oriskany	" " " " " " " " " " " " " " " "
Ticonderoga	" " " " " " " " " " " " " " " "

(First page signed)

FINK 18 Mr. G. R. HOFF

(Page 2) Names of the cruisers of the U. S. Navy under construction and to be built as of February 1, 1941

Atlanta	Federal Shipbuilding & Dry Dock Company, keel laid April 22, 1940, contracted as of April 25, 1939.
Juneau	Federal Shipbuilding & Dry Dock Company, keel laid May 27, 1940, contracted as of April 25, 1939.
San Diego	Bethlehem Steel Company, Quincy, keel laid March 27, 1940, contracted as of April 25, 1939.
San Juan	Bethlehem Steel Company, Quincy, keel laid May 15, 1940, contracted as of March 23, 1940.
Cleveland	New York Shipbuilding Corporation, keel laid July 1, 1940, contracted as of March 23, 1940.

65-1819

Columbia	New York Shipbuilding Corporation, keel laid August 19, 1940, contracted as of March 23, 1940.
Montpelier	New York Shipbuilding Corporation, keel laid December 2, 1940, contracted as of June 12, 1940.
Denver	New York Shipbuilding Corporation, keel laid December 26, 1940, contracted as of June 12, 1940.
Amsterdam	New York Shipbuilding Corporation, keel laid (no date) contracted as of July 1, 1940.
Santa Fe	New York Shipbuilding Corporation, keel laid (no date) contracted as of July 1, 1940.
Tallahassee	New York Shipbuilding Corporation, keel laid (no date) contracted as of July 1, 1940.
Birmingham	Newport News Shipbuilding & Dry Dock Company, contracted as of July 3, 1940.
Mobile	Newport News Shipbuilding & Dry Dock Company, contracted as of July 3, 1940.
Flint	Bethlehem Steel Company, Quincy, contracted as of July 1, 1940.
Pasadena	" " " "
Springfield	" " " "
Topeka	" " " "
Baltimore	" " " "
Boston	" " " "
Pittsburgh	" " " "
Saint Paul	" " " "
6 without names	Bethlehem Steel Company, Quincy, contracted as of September 9, 1940.
6 without names	New York Shipbuilding Company, contracted as of September 9, 1940.
4 without names	New York Shipbuilding Corporation, contracted as of September 9, 1940.
2 without names	Newport News Shipbuilding & Dry Dock Co., contracted as of 9/9/40.
3 without names	Federal Shipbuilding & Dry Dock Company, contracted as of 9/9/40.
4 without names	Bethlehem Steel Company, San Francisco, contracted as of 9/9/40.
6 without names	Cramp Shipbuilding Company, contracted as of September 11, 1940.
2 without names	New York Shipbuilding Corporation, contracted as of December 12, 1940

/s/ FINK 18 S: R. HOFF

(Serial 6790, Page 4 to 7)

April 15, 1941

b7C

Will testify that Agent [REDACTED] turned over to Agent Ellsworth and himself a coded message which he stated had been received from Station AOR. This message, when decoded and translated, read as follows:

689

169

65-1819

b7C

Message 124. "First, on April eight you gave following message from [REDACTED] For letters over Tokio. Tokio my address stop garbled address followed stop. Please repeat this address. Second, reports are urgently desired concerning USA. USA deliveries to Africa. Africa. Ostensibly this refers to Airplanes, etc. etc. to Egypt. Egypt." (Serial 6714, Page 7)

He also received, addressed to himself, HARRY SAWIER, at Post Office Box #67, Madison Square Station, a letter from DUQUESNE postmarked New York, April 14, 1941, and which read as follows:

"Dear Harry:

Will you be at the same lunch counter. Wish to see you.

JIMMY

"

At about 4:00 P. M., he received a telephone call from EVERETT ROEDER, who wanted to see him that night, but told him that he would see him the following night in Baldwin, Long Island.

He will testify that at about 5:00 P. M. he went to Van Axen's Restaurant on Gold Street in lower Manhattan to meet DUQUESNE, but he did not show up.

April 16, 1941

He will testify that he wrote up and with the assistance of Agent Ellsworth encoded Message #247, which was turned over to Agent [REDACTED] for transmission to Germany. This message, before encoding, read as follows:

b7C

Message 247. "On April eighth I sent you a message which I received from [REDACTED] but I did not know it contained his address. I will request [REDACTED] on Friday to repeat the message." (Serial 6714, Page 9)

On the same day, in view of the fact that he had an appointment with LEO WAALEN that night, he sent the following telegram to EVERETT ROEDER:

"Mr. ED ROEDER
210 Smith Street
Merrick, Long Island"

Sorry I cannot see you tonight. Will see you Thursday.

/s/ HARRY

"

(Exhibit #1a13-167)

690

65-1819

He will further testify from his notes (Exhibit 14-3) that IEO WAALEN walked into his office at about 7:15 P. M. WAALEN handed him three items of information to be forwarded to Germany. He asked WAALEN how things were going in the plant where he worked and also about the man who owns the plant. WAALEN said that things seemed to be tighter around the plant; that he has a feeling he is now being watched. He said that there is now a new mailman making mail deliveries there; also that sometimes he thinks people leave things lying around on their desks on purpose so that he can take a look at them. He said that the [redacted] a German-American by the name of [redacted] but that he is more American than German.

b7C
He, SEBOLD, referred to the meeting previously had with WAALEN on April 12, 1941, and asked him whether he or SCHUH had handed him the newspaper clipping concerning the 68 alien boats which were taken over by the United States. WAALEN said he had given the clipping to him and that it had been handed to him by Mrs. SCHUH. He asked WAALEN more about SCHUH. He said that this man used to be a member of the German Stahlhelm, which is a veterans' organization in Germany and that SCHUH is also a member of the German-American Bund, New Jersey branch.

WAALEN asked if the Germans have said anything about FEHSE's arrest. He told him that they had ignored the message, although he had sent in a report about FEHSE. WAALEN said that that was all right; that there was no sense in sending Mrs. FEHSE in Hamburg a night letter about FEHSE's being arrested. He stated that BROKHOFF had not carried out his request that his wife be notified about his arrest.

WAALEN left about 7:30 P. M., stating that he would be back on the following Monday at 7:30 P. M.

The following are the three items which were handed to SEBOLD by IEO WAALEN:

1. This is a two-page document which, translated, reads as follows:

"Yachts which have been sold to the U. S. Government and other countries according to reports of the Bureau of Marine Inspection and Navigation, 1940. Many of the yachts have been given to the government."

VEC:WM 18

65-1819

NAME	BENZINE, STEAM OR DIESEL	WOOD OR STEEL	BRUTE TONNAGE	HP	SOLD TO
			January		
YOLANDE	B	W	21	240	Canada
BONITA	B	W	FEBRUARY 22	300	U. S. War Dept.
CONTENT	D	W	180	630	England
CURLEW	B	W	27	40	U. S. Coast Guard
			MARCH		
GUNNER	B	W	39	130	U. S. War Dept.
			APRIL		
ARCADIA	D	S	578	1,600	England
AVALON	D	S	422	1,200	Canada
BREEZIN' THRU	B	S	204	795	Canada
Cleopatra	D	S	263	750	Canada
CONSECO	D	S	419	700	Canada
ELFREDA	D	S	295	900	Canada
HALONIA	D	S	372	800	Canada
HALCYON	I	W	73	—	Canada
MACHIGANNE	B	S	195	180	England
MARIA DOLORES	D	S	218	600	Philippines
MASCOTTE	D	S	337	450	Canada
MASCOTTE	B	S	337	450	Canada
WILD DUCK	D	S	360	900	Canada
WINCHESTER	S	S	411	840	England
			MAY		
AXLEC	S	S	808	2,200	Canada
RAMONA	D	S	495	1,000	Canada
BLUE WATER	D	S	290	500	England
CAPITANA	D	S	277	140	Portugal
MARAVAL	D	W	57	60	Newfoundland
Southern Seas	D	S	819	1,500	Panama
			JULY		
ANDREW LEE	B	W	100	200	England
CORSAIR	S	S	—	—	England
DICHSADEE	B	S	45	48	England (Bahama)
GYPSY	B	W	108	700	U. S. Navy
INTREPID	D	S	596	90	U. S. Navy
JOANNE	D	W	100	200	Mexico
THREE BAYS	B	W	54	360	England
WILD GOOSE	B	W	21	130	Venezuela
			AUGUST		
ENTROPT	D	S	513	700	U. S. Navy
ONWEGO	D	S	194	600	U. S. Navy

65-1819

NAME	BENZINE, STEAM OR DIESEL	WOOD OR STEEL	BRUTE TONNAGE	HP	SOLD TO
			SEPTEMBER		
ELDA	D	S	375	1,200	U. S. Navy
FREEDOM	B	W	72	175	U. S. Navy
HARWICH	B	S	75	550	U. S. War Dept.
KATOURA	B	W	105	850	U. S. Navy
ONRUST	B	W	20	424	England

EVELYN R II	S	S	164	450	U. S. Navy
HAIDA	D	S	704	1,590	U. S. Navy

(Page 2)

HI ESMARO	D	S	1,333	3,000	U. S. Navy
				Mother ship for motor-torpedo boats	

IOTOSLAND	D	S	626	1,000	U. S. Navy
SYBARITA	B	W	80	600	U. S. Navy
VARA	D	S	356	1,500	U. S. Navy
WISPER	B	W	45	700	U. S. Navy

			NOVEMBER		
ARLIS	D	S	103	600	U. S. Navy
BUCCANEER	D	S	466	850	U. S. Navy
DANORA	D	S	146	400	War Dept.
DOLPHIN II	B	S	43	600	England
DRIFTWOOD	B	W	18	580	England
EDMAR	B	W	61	600	U. S. Navy
ORION	D	S	3,015	3,600	U. S. Navy
SAMONA II	D	S	350	1,000	U. S. Navy
SARITAR	B	W	104	500	U. S. Navy
SPINDRIFT	B	W	17	30	U. S. NAVY
STELLA POLARIS	D	S	161	600	U. S. Navy
TROUPER	D	W	1,250	1,200	U. S. Navy

			DECEMBER		
ALDER	D	S	2,076	3,000	England
SATANIA	B	W	31	550	U. S. Navy
DOCTOR BRINKIEY	D	S	582	1,600	Honduras
HUILZILOPOCHTLI	B	W	25	170	U. S. Navy
KOONYONG III	B	W	47	600	Costa Rica
MONSOON	B	W	22	300	U. S. Navy
MAKHODA	D	S	958	2,200	U. S. Navy
NAPARO	S	S	1,300	2,600	U. S. Navy
PEGASUS	D	S	190	400	U. S. Navy
POOPOOFLEE	B	W	20	286	England

65-1819

" Further taken over by the U. S. Navy were the yacht "Sea Wolf", 124 feet, "Coronet", 185 feet, "Egevia", 130 feet. Sold to England the yachts "Queen of Scots", 208 feet, and "Xarifa". To Canada the yacht "Ranley", 148 feet.

/s/ FINK 18 1940 Mr. G. R. HOFF *

2. This is a one-page document, which reads as follows:

" The bids covering the Coast Guard Cutters which are to be built went in on April 7th. Pusey & Jones Corporation of Wilmington, Delaware, has made an offer for one of the cutters of \$3,625,200, and a construction time of 28 months for one boat and 31 months for three boats.

The Bath Iron Works Corporation with a bid of \$4,062,200. is probably the shipyard which will receive the contract. 2,216 tons, twelve feet draft, 327 feet long.

Ten such cutters and smaller older construction have been given to England as convoy ships.

The Navy Department has given five gasoline tankers in contract to the Tacoma Shipbuilding Corporation. Each ship is supposed to cost between \$2,000,000. and \$2,120,000.

One of the three passenger and freight ships which are being built by the Ingals Shipbuilding Corporation, Pascagoula, Mississippi, for the American & South African Line is supposed to be launched in June and to receive the name "African Comet". The first trip will be made in the autumn (time has not yet been determined).

The second ship, "African Meteor", will be launched in August, and "African Planet" in September. These ships run 16 $\frac{1}{2}$ knots and are supposed to make the trip from New York to Capetown in sixteen to seventeen days. Cost \$4,099,000. such type C-3, (489' by 69' 6" by 45' 6") 17,000 tons displacement.

The steamer "Donald McKay" has been taken over by the United States Navy and will be repaired in the New York Navy Yard (refrigerator ship). Present name "Polaris".

The U. S. Liner "Manhattan" is in repair at the Robins Dry Dock & Repair Company, New York, and will be rebuilt as a troop transport ship.

VEC:WM 21

65-1819

" According to report of the U. S. Navy, in the last month (March), four destroyers and two submarines were completed.

/s/ FINK 19 1941 G. R. HOFF "

Item 3 is a magazine article entitled, "Ocean Cruising at 36 Knots".

(Exhibit 1a31 , Q , Serial 6790, Page 19)

65-1819

April 17,
1941.

He will testify that he wrote out, and with the assistance of Agent Ellsworth, encoded the following message, which was turned over to Agent [REDACTED] for transmission to Germany. The message before being encoded read as follows:

"
No. 248.

b7C
From George. Ship Capira, seven to eight thousand ton, overloaded, superstructure black brown, destination Liverpool, USL. Panama flag. Georg asks of Gerhoff what they think about [REDACTED] Schuh traveling to Germany as German citizen. Departure middle of May. "

(S. 6714 - P. 12)

He will further testify, from his notes, that he arrived on the Long Island train at the Baldwin, L.I. railroad depot, at about 8 P.M. and was met on the platform by ROEDER. They then walked up the roadway together for a short distance.

Prior to meeting Roeder, he had prepared a list of radio messages which appeared to be pertinent to Roeder and also took one of the two sets of microphotographs which were received on March 1, 1941, from STRUNCK for ROEDER. With the microphotographs he also took a translation of them.

b7C
Upon meeting Roeder, Roeder told him that they could not talk in his car as he had a friend with him, a man by the name of [REDACTED]. Roeder had previously referred to [REDACTED] in their conversations as being [REDACTED] CRUMMAN AIRPLANE COMPANY and that he might be able to get some information from him. During the conversation with Roeder on this occasion he showed him the typed translation of the microphotographs which translation Roeder accepted. He said he did not want the microphotographs themselves as he did not speak or write German. He also handed Roeder a typed original of the radio messages as follows:-

VEC:AOBS 2

65-1819

"
No. 84, received January 15th.

Why does Carr want money? We have lately received practically nothing from him. "

"
No. 87, received January 18th.

For Carr. Try to get minutes of rotary meeting August or September, 1940. "

"
No. 91, received January 27th.

Please determine since when General Motors Corporation manufactures airplanes in Fairbanks. How large is output? How large is company? What types? On construction or licensed work? "

"
No. 102, received February 13th.

How many U.S.A. airplanes has Great Britain received since outbreak of war. What preparations are being made in Greenland and Iceland for air convoys? "

"
No. 105, received February 22nd.

Important to know to which African ports war materials from U.S.A. are exported and for which warring party. Please also determine source of orders. "

"
No. 120, received April 1st.

Observe and report shipments of war materials from U.S.A. to

ECF

VEC:AOBS 3

65-1819

Persian Gulf through American Express Line.

ROEDER explained that he had written a letter to him, in which he had requested that he not contact him until further notice because he had been assigned by the SPERRY GYROSCOPE COMPANY to a confidential project, the employees of which were under investigation by the Federal Bureau of Investigation. He said that he was afraid that his connection with him, SEBOLD, might thus be ascertained. He said that he would let him know as soon as the coast was clear in order that they could resume connections. However, he said that he was thinking of dropping the whole thing as he has to take his family into consideration. He said that his son had joined the U. S. Army.

He further stated that he would not give any information about America but only about the British because he hates them.

ROEDER also told him that he should notify Germany that if he did not receive any money they should not expect to receive any new material from him. He said that they owed him plenty of money as it is; that he did not want to take any more money at that time as he was afraid his bank would be checked.

They separated at about 8:15 P.M.

b7C
NOTE: — [REDACTED]

65-1819

April 18,
1941.

He will testify that he mailed a letter which he had typed on the previous day, April 17th, to DUQUESNE, care of the AIR TERMINALS, 170 Broadway, which letter read as follows:

" New York, April 17.41

Dear Duquesne:

I got your letter dated Monday. You did not say when you would meet me. I waited at the restaurant from 5 to 6 Tuesday but you didn't show up. Please be more definite in making appointments. Please write me where and when I can meet you soon.

yours Truly
Harry. "

(Exhibit 1A3 - 518).

65-1819

April 21,
1941.

He will testify that Special Agent ELLSWORTH turned over to him a decoded message which, when translated, read as follows:-

"
Message No. 125.

b7c
For the time being we forego weather reports in order to relieve you. Carr should gather material for [redacted]
Greetings. [redacted] "

(S. 6841 - P. 17)

April 22,
1941.

b7c
Agent [redacted] turned over to Agent Ellsworth and himself a coded message, which he stated was received from Station AOR, which, when decoded and translated read as follows:-

"

Message No. 126.

First. Who is Gearg? Second, we contemplate sending a secondman to the USA to relieve you. He would be trained in radio. Would it be possible for you to build him a set there?"

(S. 6841 - P. 13)

VEC:AOBS 1

65-1819

April 21,
1941.

WILLIAM SEBOLD will testify from his notes that at about 7:40 P.M. LEO WAALEN came to his office, Room 627, 152 West 42nd Street, New York City, and handed him some material for transmission to Germany. He then asked Waalen about BLANK, with reference to the English telephone books which had been mentioned in a recent radio message. Waalen said that he had not seen Blank but was going to see him on the following Saturday. He then asked Waalen if he knew any other men who were active in the espionage work. Waalen said that there is a man by the name of [REDACTED] who was sent over here from Germany and who is now working [REDACTED]. He asked Waalen if he knew [REDACTED] address and Waalen said that he only had his telephone number but did not have it with him; that he, Sebold, asked him to mail the telephone number to him.

b7C
Waalen said then that there is another man here by the name of PAUL BANTE, who lives on West 83rd Street, and is a tool and die maker. He said this man used to help FEHSE in getting ship information. Waalen said that [REDACTED] a friend of SCHUH and is also a Stahlhelm leader.

Waalen also said that in the future he would sail around the port of New York in his sail boat, and he asked him, Sebold, to buy him a high-powered field glass for observation of ships and to help him in securing their names.

WAALEN left at about 7:55 P.M. and said that he would be back the following Friday night at about 7:30 P.M.

The material turned over consisted of:

65-1819

1. A hand-written note in German which, translated, reads:

"Southern Prince English steamer, twin screws, built 1921, 10, 917 tons, 16 knots. Cannon astern. Painted gray. Where the promenade decks formerly were located is now armored. Two Elco motor torpedo boats on after deck. Super structure brown."

2. A copy of the publication, "United States Government Advertiser", bearing the date line, "Washington, D.C. April 17, 1941." The first page of this publication bears the inked writing, "Mr. G. R. Hoff, Fink 20."
3. Typed document in German which, translated, reads as follows:

"4 of the new American freighters built by the Maritime Commission have been turned over to the English and are being manned by English crews. Because of their speed they are supposed to sail without convoy as they are faster than the submarines. (1) 'Robin Doncaster' Seas Shipping Co. (Robin Line) 9,700 deadweight tons: net tons 6,950, 17 knots, launched July 12, 1940, completed March 4, 1941, cost \$2,500,000. (2) 'Exemplar' from the American Export Lines, 9,514 tons, 551,116 cubic feet freight space, 18 to 19 knots, type C3E Cargo. Keel laid November 11, 1939, launched June 22, 1940, handed over January 8, 1940, built by Bethlehem Steel Co., Quincy, Mass. (3) 'Nightingale' Grace Line, C2 freighter. Built by the Newport News Ship Building & Dry Dock Co., keel laid November 14, 1938, launched April 28, 1939, handed over October 30, 1939. 9,758 dw. tons, net weight, 8,055, 17 to 18 knots. (4) 'Almeria Lykes' Kykes Bros. SS. Co. Inc. C3 freighter built by Federal Shipbuilding & Dry Dock Co. keel laid November 13, 1939. Launched April 27, 1940. Handed over July 16, 1940. 11,975 tons. Net tons 10,028. 17 to 18 knots. All ships of turbine power and are about 450 feet long. In case, as is expected, the ships prove themselves good because of their speed, still more are supposed to be turned over.

VEC:AOBS 3

65-1819

The yacht, 'Evaline' built in Chicago, 1917, 44 tons, 58 feet long, 9 knots, has been sold to Canada.

U. S. Navy has given contracts for 40 further destroyers to the following shipyard. At the same time the ship yards have received money for the enlarging of their equipment.

Name of the shipyard	Number of destroyers	Dollars for Expansion
Bethlehem Steel Co. Quincy Mass.	4	800,000
" " Staten Is., N.Y.	3	700,000
" " San Francisco	7	1,500,000
" " San Pedro Calif.	6	1,250,000
Bath Iron Works Me.	6	400,000
Federal Shipbuilding & Drydock Co. Kearney	6	2,250,000
Seattle-Tacoma Shipbuilding Co. Seattle, Wash.	5	1,400,000

The work by the new Todd-Bath Iron Shipbuilding Corp. South Portland, Maine, has begun under the direction of the Sanders Engineering Co., Portland. After completion of the work 7 keels are supposed to be laid. The shipyard will receive a 750 waterfront. Investigations are in progress concerning the building foundation for the construction basin. A 1,500 foot coffer dam is supposed to be erected. The 30 freighters which are being built here for England, are supposed to cost \$50,000,000. Supposedly 4000 to 5000 men are being employed.

The Newport News Shipbuilding & Drydock Co. are undertaking expansions which according to reports will cost \$14,000,000.

/s/ Fink 19, 1941 -Mr. G.R. Hoff.

(Ex. 1431-103 and
105.)

VEC:AOBS 1

65-1819

April 22,
1941.

He will testify that he wrote out, and with the assistance of Agent Ellsworth encoded the following messages which were turned over to Agent [redacted] for transmission to Germany. These messages, before encoding, read as follows:

"
No. 249.

Have seen Carr. He said he will not work without money. "

"
No. 250.

First. Georg is a friend of Fink and Gerhoff. Second. I am very happy to hear that you will send me an aid. When will he arrive. Shall I begin at once to build the set. Shall I use your money here. In what vicinity do you want this station. "

b7C

(S. 6841 - P. 7 and 8.)

On the same day Agent [redacted] turned over to them a coded message which he stated was received from Station AOR, and which, when decoded and translated, read as follows:-

"
No. 127.

Micros sent in February from [redacted] very valuable. Please advise from which files they originate and their date of preparation. In the future please furnish this. Has [redacted] anything new. "

(S. 6841 - P. 9)

Further, that on the same day he received a letter from FREDERICK DUQUESNE, which was addressed to himself as HARRY SAWYER, at P.O. Box 67, Madison Square Station, postmarked New York April 21, 1941, and which read as follows:-

VEC:AOES 2

65-1819

Monday

You must have mis read my letter. I
did not make an appointment I wanted
to arrange one.

I will be at the place Wednesday next 5
P.M.

Jim "

(Exhibit 1A3 - 521)*

65-1819

b7c

April 23,
1941.

He will testify that Agent [REDACTED] turned over to Agent Ellsworth and himself a coded message, which he stated had been received from Station AOR and which, when decoded and translated, read as follows:-

"

Message No. 128.

For Dunn Dunn. Please determine whether Mrs. Maria Maria Rother Rothar, lives at New York City, York Avenue one five naught eight apartment three."

(S. 6841 - P. 5)

Further, that on the same day he received a letter from ERICH STRUNCK, addressed to himself as HARRY SAWYER, P.O. Box 67, Madison Square Station and postmarked New York, April 22, 1941, which read as follows:-

" Dear Harry,

See you Thursday 4/24 at 6 P.M."

(Exhibit 1A23 - 83).

He will testify from his notes that he went to VAN AXEN'S RESTAURANT in lower Manhattan, arriving about 5 P.M. where he met Duquesne. He told Duquesne to immediately go to the CITY HALL PARK and to wait for him there. They separated, and at about 5:30 P.M. Duquesne re-joined him at the Park in front of the City Hall. They sat on a bench and had a conversation. Duquesne warned him to be careful with the radio station. He said the U.S.A. has about six thousand radio amateurs in the Service and everyone is watching for calls going out of America.

65-1819

DUQUESNE then handed him a parcel which he said contained the latest material for life saving jackets which material is to be used in the Marine Service. He also handed over a booklet, bearing the name, "Army and Militia, Aviation and Pension" dated February 1940, which he said had all the important books listed for the Army and Navy. He also handed over a book entitled, "War Department, Chemical Warfare Service, Field Manual, Volume 1, Tactics and Technic." On page 1 of this Manual is handprinted the name, "Jimmie".

On page 3 is the stamped mark of a cat, which Duquesne said from now on would be his identification.

DUQUESNE also handed him a newspaper clipping bearing the headline, "New Processes, Masks, Planes, etc."

He also handed over a U.S. Patent, No. 2,225,040, dated December 17, 1940, entitled, "Method and Means for Reproducing Infra Red Images." On the title cover of this document was typed the following, "The Government is experimenting with fifteen systems of detecting airplanes at night and in fog for the detection of war ships that might attack our coastal towns. RCA has a very promising system which will probably be adopted. Jimmie."

He then handed over five photostats of photographs, apparently appearing in magazines, bearing captions as follows:

"

1. A BEACH CLIMBING SPEED BOAT FOR LANDING TROOPS. On the back is typed, "100,000 of these."
2. A MILITARY ASSET: OUR 75,000 MILES OF STRATEGIC HIGHWAYS.
3. THE ARMY TRIES OUT A CAR DELIVERY TRAILER AS A MEANS OF MOVING 75's ACROSS COUNTRY IN A HURRY. Handprinted on this photostat is "4 guns on power car, 4 more on trailer, 8 in unit." On the back of this photostat is typed, "Test successful. Similar vehicles will be built for Army."
4. Three combined photographs of the PT-9. On the back of the photostat is "Mosquito boats for the British."

VEC:AOBS 3

65-1819

"
Two photographs of LOCKHEED TRANSPORT PLANE
CONVERTED FOR SCOUT-BOMBER DUTY IN THE DUTCH EAST INDIES."

"
Prior to the meeting he, SEBOLD, had made out a handwritten copy of the following radio messages which had been received from Germany:

No. 102 dated February 13, 1941.

HOW MANY U.S.A. AIRPLANES HAS GREAT BRITAIN RECEIVED SINCE OUTBREAK OF THE WAR. WHAT PREPARATIONS ARE BEING MADE IN GREENLAND AND ICELAND FOR AIR CONVOY.

No. 105 dated February 25, 1941.

IMPORTANT TO KNOW TO WHICH AFRICAN PORTS WAR MATERIALS FROM U.S.A. ARE EXPORTED AND FOR WHICH WARRING PARTY. PLEASE ALSO DETERMINE SOURCE OF ORDERS.

No. 112 dated March 11, 1941.

I DO NOT KNOW ANYONE BY THE NAME [REDACTED] MIGHT HAVE BEEN EITHER [REDACTED]

b7C

No. 128 dated April 23, 1941.

FOR DUNN. PLEASE DETERMINE WHETHER MRS. MARIA MARIE ROTHER ROTHAR LIVES AT NEW YORK CITY, YORK AVENUE 1508, APARTMENT 3. "

He handed the original copy of these over to DUQUESNE. Duquesne said he was disappointed not to receive any money. He said he would try to make a contact with the [REDACTED] KREUTZENSTEIN, and with [REDACTED]. He said he had found out that some of them are living at the Hotel Pierre. He said that he would also find out about Mrs. Maria Rothar.

1403

65-1819

b7C

He then asked DUQUESNE about ██████████ etc. It will be recalled that on the last occasion that he saw Duquesne, Duquesne asked him to find out if Germany had sent a man named ██████████ to call on him. Germany's reply, as set out above, gave the name as ██████████. Duquesne said he is positive that the man who talked to him over the telephone gave the name ██████████. He said that he did not know ██████████ but that he has heard about ██████████; however, he claimed not to know any details which is at variance with the previous statements he made to the effect that he knew ██████████ of Budapest during the last war.

DUQUESNE said that a man by the name of ██████████ gave him the following information:

"The English are laying poison gas pipes on the beaches of England with holes in them with attached gas tanks to be used in the coming invasion of England."

He stated that he wanted this information sent to Germany by radio. He also said he would like to send by way of China the latest U. S. War Department poison gas scheme.

As DUQUESNE wanted to locate a toilet they then went to an Automat and sat at a table where he asked DUQUESNE about the use of the dictionary code. He doesn't recall the details of the matter except that Duquesne said that the War Department in Washington, that is, the "black chamber", has a code of all dictionaries published and is able to tell which dictionary to use because dictionary codes contain in them the number of pages in the dictionary, thus they can pick out the book that has that particular number of pages in it and solve the code.

DUQUESNE pointed to the dictionaries which Sebold had and said they contain 195 pages (actually they contain 194) and so in order to fool anybody who tried to break the code he would use the last page to indicate that the word appeared on the first page of the dictionary, thus he would use pages working from the back of the book towards the front to indicate words appearing on pages working from the front of the book towards the back. Duquesne also said that on even days he would count down the page to find the word and on odd days would count up the page to find the word indicated. He wrote out a sample message on the paper towel and started to encode it, and particularly the word, "aboard" was encoded. The code number for the word "aboard" was "195.44". It was observed from the dictionary that "aboard" is the 44th word counting down the page (Page 1) in the dictionary. He added the date to this particular number, namely, the date of the 22nd and said the real code for the word would be "195.66." He said the dictionaries were too small for practical use and that they would later on work out a code between them and try some experiments with them.

VEC:AOBS 5

65-1819

He said that he must have money - that he cannot work for love only.

(Exhibit 1A3 -

65-1819

April 24,
1941.

SEBOLD will testify from his notes that ERICH STRUNCK walked into his office at about 6:30 P.M. and immediately asked him about PAUL FEHSE. He told him that it had something to do with something that Fehse had done away back last year that did not have any connection with him, Sebold. The subject was then dropped.

b7c
He then asked STRUNCK about [REDACTED] especially, with regard to the story from STIGLER that [REDACTED] had written him saying that [REDACTED] and indicating that material should be sent only under the name [REDACTED]. Strunck said he did not know anything about this, however, he said [REDACTED] had written to Hamburg, reporting his, Strunck's, having been picked up, in the U.S.A. [REDACTED] said he heard from Hamburg and that he was to tell him, Strunck, to tell the other people here to be very careful so that the "tramp" will be able to return to Germany. The name, "tramp" was applied to himself, Sebold.

Strunck said that DOLD was going to the hospital to have his tonsils treated. He then asked Strunck to come back the next night at 7:30 P.M. because he had some microphotographs to give him. He also told Strunck about a telephone call which he had received from SIEGLER a short time before Strunck came to the office in which Siegler stated that he wanted to see Strunck at some address in New York City about 7:00 P.M. Further, he said that he wanted to see him at his office at about 7:30 P.M. the following evening.

VFC:AOBS 1

65-1819

April 25,
1941.

b7C

He will testify that he wrote out and with the assistance of Agent Ellsworth they encoded the following message which was turned over to Agent [REDACTED] for transmission to Germany. The message read as follows:

"

No. 251.

Your message one two nine. Please send five naught naught dollars in the same manner as beginning of December."

(S. 6929 - P. 3)

b7C That Agent Ellsworth exhibited to him Message No. 129, which he stated had been received from Agent [REDACTED]

"

No. 129.

Considering the sending of additional 5000 dollars. Reply whether it is desired in same manner as at beginning of December."

(S. 6841 - P. 3)

65-1819

April 25,
1941.

He will testify from his notes that he received a letter addressed to himself as HARRY SAWYER, at Post Office Box 67, Madison Square Station, New York City, which was from Waalen, and which contained two items which were written in German, and when translated, read as follows:-

No. 1.

" Steamer 'Cocle', hull black, superstructure yellow brown, smokestack grey, upper part black, left New York April 21, 1941, 2:30 o'clock. A motor ship with two smokestacks next to each other took cargo of airplanes and five further ships, names not discernible, left on the same day. Steamer 'Southern Prince' (reported) left on April 21, 1941. They are supposed to sail in convoy.

The 60 ships which are being built for the English are supposed to be of the same construction as the 'Ugly Ducklings'. The opinion here is that when one has used one set of blueprints, plans, parts and machines can be produced on the assembly line. Both models are 416' x 56'10" x 37'4".

Contracts have practically all been given for the construction of the machines for the 312 'Ugly Ducklings' which are to be built. Type triple expansion, reciprocating, 2500 horse power. These are supposed to give the ships a speed of 10 to 11 knots. The machines are supposed to be delivered within 18 months. The following firms have received contracts.

With two further firms negotiations have not yet been closed.

Alabama Marine Engine Co. Birmingham, Ala.	12 Engines
Harrisburg Foundry & Machinery Co. Harrisburg, Pa.	20 "
Astoria Marine Iron Works Astoria, Ore.	10 "
General Machinery Corp. (Hoover Owens & Rentschler Co.) Hamilton, Ohio.	60 "
Worthington Pump & Machinery Co. Harrison N. Jersey	36 "

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"
 Filer & Stowell Co., Milwaukee, Wisconsin 12 Engines
 Joshua Handy Iron Works, Sunnyvale, Cal. 112 Engines
 Ellicott Machine Corp. Baltimore, Md. 20 Engines
 Toledo Shipbuilding Corp. Toledo, Ohio 6 Engines
 Clark Bros. New York 14 Engines

Fink 21 Mr. G. R. Hoff 1941 "

The second item appearing in the letter was a yellow, typed document, which translated, read as follows:-

"
 Stukas are being built in Long Island. For test purposes, a number of finished machines were taken to North Carolina, and were so damaged at the first attempts that they sent SOS for 16 factory assembly men (mostly German) from Long Island. These are prepared to undertake complete repairs and make smaller improvements.

Very many German engineers and skilled laborers are employed in the local Defense Industry with millions of German descent mechanics. Many of them are not working out of love for the cause but are forced to it by the conditions. All industries are controlled and watched over by the English. Knowledge of these conditions should be used over there for propaganda purposes in order thereby to create still more insecurity and unrest in the defense industries.

American saying: Today more FBI people on the way than mechanics.

It is authoritatively said that published census figures with respect to the negro population are always given at 50% less than they really are.

Hallagraft-Supercycle (Chicago) . . . "

(Ex. 1A31 -

65-1819

He will testify further from his notes that he arrived at his office at about 7:25 P.M. and found SIEGLER standing outside of his office door in the hallway, waiting for him. They entered the office together. SIEGLER did not have any news and he asked Siegler why Stigler had not come up. Siegler said that he was going to meet Stigler some place uptown and go to the movies with him; that Stigler did not want to come to the office. Siegler then said that there is a man in San Francisco by the name of [REDACTED] who works on the S.S. PRESIDENT MONROE and who lives at the YMCA EM BARCADEROS, in San Francisco. He said that he had spoken to [REDACTED] and asked him if he wanted to do something for Germany. [REDACTED] said he was willing to do anything. However, he did not tell him exactly what he was to do, and he wanted his, SEBOLD'S, advice about using the man as a messenger to Japan. He told Siegler that he was to use his own judgment in securing such individuals. Siegler then said that KLEISS was starting his six months' vacation on that day. At this time LEO WAALEN walked into the office. He did not know SIEGLER, and he, SEBOLD, introduced them. They did not say anything but just gazed at each other.

b7c

He, SEBOLD, told WAALEN that he had received his letter which also contained a yellow slip of paper from SCHUH. Waalen did not deny that Schuh had prepared the yellow slip of paper.

(Ex. 1A31 -

WAALEN said that BROKHOFF and CLAUSING were waiting in the restaurant, ZUM SCHWARZEN ADLER, and that they wanted to see him, Sebold, there. About this time ERICH STRUNCK came into the office. He introduced him to Waalen. Then Strunk and Siegler started a conversation about their trips. Strunk said that the English shot at the SIBONEY but that the SIBONEY could not see the English.

He also said that there is a particular passenger on the S.S. SIBONEY whom they call "Captain X." He always travels between New York and Lisbon. He is an Englishman and is a diplomatic messenger carrying the pouch between New York and London. Siegler suggested that they try to "swipe" the Captain's brief case. Strunk said it could be done by pushing

VEC:AOBS 4

65-1819

the Captain overboard and taking his briefcase and then leaving the boat at Lisbon. He, SEBOLD, suggested that they should not be mixed up in any way with such a thing; to leave the Captain and the briefcase alone as any occurrence like that would be the cause of great complications for everyone on the boat.

The men then talked about their moral affairs.

He, SEBOLD, then handed STRUNCK five microphotographs which are as follows:-

(Ex. 1A23- 81)

1. A newspaper clipping bearing the headlines:
LIST OF SEIZED SHIPS - 68 ALIEN CRAFT TAKEN
OVER BY UNITED STATES ARE TABULATED BY PORTS.
- 2 - 3. Two page report signed "Fink 18" addressed to Mr. G. R. HOFF, listing the names of war ships and airplane carriers of the U. S. Navy under construction and to be built as of February 1, 1941, received from WAALEN April 12, 1941.
4. Photograph of magazine photograph entitled "THE MODERN WAY OF TRANSPORTING LOADED RAILROAD CARS - THE SEATRAIN NEW JERSEY".
5. Photograph of a magazine photograph of the ELCO TORPEDO BOAT, received March 31, 1941 from Waalen.

Siegler and Strunck then left his office at about 8:15 P.M. He then told WAALEN to wait downstairs for him. In a few minutes he met Waalen and together they took the subway to the East Side. They left the subway at 86th Street and walked to the restaurant, which is on Second Avenue.

65-1819

When they entered the restaurant they found CLAUSING and BROKHOFF seated in a booth. The men introduced him, Sebold to BROKHOFF. At about this time STIGLER walked into the place, said "hello" and left immediately, saying he had to meet someone. They then talked about matters in general, and after a few minutes they decided they did not like this place because it was run by Austrians. They stated the Austrians in Yorkville are not great sympathizers with Hitler, thereupon they all left the place. BROKHOFF then suggested that they go in his car and talk. However, CLAUSING and WAALEN wanted to go to EICHENLAUB'S place, namely, THE LITTLE CASINO, located on East 85th Street. He, SEBOLD, also suggested that they go there. They, therefore, went to EICHENLAUB'S place and seated themselves in a booth. They did not see EICHENLAUB around.

BROKHOFF said that FEHSE had thrown his purse with \$200 in it overboard at the time he was arrested. CLAUSING asked him, SEBOLD, if he had received anything from Rio De Janeiro. He told CLAUSING he had received a letter from [REDACTED] in which he said that the friend, or uncle, had not arrived yet due to a change in address. CLAUSING said that [REDACTED] was telling him, SEBOLD, that he had not received his test letter.

(Note: If FEHSE threw his purse overboard, it is possible he did this just prior to the time the Agents contacted him, as they had to make inquiry regarding his whereabouts.)

b7C

(Note: The test letter and [REDACTED] reply have been set out above.)

CLAUSING then asked if he would like to have another mail address in South America, and gave him the address of [REDACTED]. He told CLAUSING that he would write another test letter to this address to see if it worked all right.

He then told CLAUSING he had a report from Germany that they had received the microphotographs o.k. which he had given him, CLAUSING, at their last meeting. CLAUSING was pleased about this. CLAUSING then gave him the following information to be sent to Germany:

"U.S.A. takes over French Liner, Normandie, to be converted into CCC Boys Training Ship. Boys to be used later in Navy of Merchant Marine. In Army Base, Brooklyn, are following: One heavily armed auxiliary cruiser. 'Normac York' to be supplied with catapults for airplanes. Ships 'Empire Mist', 'Orari', and 'San Geriado', 'Monargo' and three little steamers, names unknown."

65-1819

BROKHOFF then handed him, SEBOLD, a slip of paper on which fingerprints are visible and on which was written in pencil, in substance, the following message to be sent to Germany:

(Ex. 1A172 --

"CAPIRA, COCLE, MAGRES, CHEPO,
CALOIRE, bombers on board, sail April
26th to Liverpool. "

He, SEBOLD, then mentioned that he would like to have the names of some Gestapo Agents as they might come in handy some time. BROKHOFF said he knew one, and that he would find out his address and mail it to him in the near future. He then said that PAUL BANDE is probably a Gestapo Agent. At this time CLAUSING cut in, and said that a man by the name of [REDACTED] on the S.S. AMERICA is a genuine Gestapo Agent and is employed direct from Germany. He said he learned this through STIGLER who knows a lot but does not talk much. Then Clausing or Brokhoff said that he had given Sebold's name and box number to a man by the name of RUDOLF EELING who works in an English book export company on 23rd Street and who lives at 219 East 83rd Street, New York City. He said this man used to give all the ship information to FEHSE. He indicated that EELING would send reports direct to him, SEBOLD.

b7C

As CLAUSING departed, he handed him, SEBOLD, a hand book entitled, "BAKER FIELD MANUAL, WAR DEPARTMENT FM 21 - 100".

(Ex. 1A193 --

They then had a discussion about his radio set-up and they appeared to be interested in how it was secreted, and where it was located. He made up a story about the radio being in a house in the woods, the actual key being upstairs and the radio equipment being located in the basement back of the woodpile, and so forth.

65-1819

April 26,
1941.

He will testify that Agent [redacted] turned over to Agent Ellsworth and himself a coded message which he stated had been received from Station AOR. This message, when decoded and translated, read as follows:-

"

No. 130.

Inofrmation is urgently desired regarding ships which sail for Switzerland, their names, cargo and sailing date. "

(S. 6929 - P. 4)

VEC:AOBS 1

65-1819

April 28,
1941.

He will testify that he wrote out and with the assistance of Agent Ellsworth, encoded the following message which Agent Ellsworth and he turned over to Agent [REDACTED] for transmission to Germany.

b7c
" No. 252.

[REDACTED] says that the document came from files in his office in NYC and that it is a copy. The original is in Washington. He cannot inquire about the date without appearing suspicious."

(S. 6929 - P. 11.)

65-1819

April 28,
1941.

WILLIAM SEBOLD will testify from his notes that at about 7:35 P.M. LEO WAALEN walked into his office and stated that he had no news. He said that he had not been able to find out the address of BANDE.

WAALEN then asked if EBLING had been to see him. He told him that he had not, and Waalen indicated that Ebling was supposed to get in touch with him. He then handed Waalen the substance of Radio Message No. 130, received April 26, 1941, from Station AOR in Germany, which states,

"Information is urgently desired regarding ships which sail from Switzerland, their names, cargo, and sailing date."

He also told WAALEN about Message No. 124, received April 15th, which states that reports are urgently desired concerning U.S.A. deliveries to Africa, referring to airplanes, etc. going to Egypt.

WAALEN handed him the April 1941 issue of DIESEL PROGRESS MAGAZINE in the pages of which were two items.

He then left, stating that he would be back the following Monday evening. He left at about 7:45 P.M.

The items turned over, when translated, read as follows:-

ITEM NO. 1

"
Fink

Steamer 'West Lashaway' (American West African Line) left New York, arrives Freetown, May 12, Monrovia, May 14, Marschal, May 16.

Steamer 'Wolverine' left New York April 25, Capetown, May 25, Lourence Marques, June 9.

The steamer, 'Robert Locksley' which left here on April 11 for its maiden voyage, is expected in Capetown on April 28. Duration of the trip 17 - 18 days. Older ships need 25 days.

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"
A Dutch steamer arrived in New York; is loading; is armed (deepsea bombs), about 6,000 ton. Departure yet to be given. Super-structure, brown, hull, grey.

Steamer 'Charles H. Gramp' (American South African) arrival East London, May 25, leaves New York April 30.

Ship 'West Imboden' (Robin), Capetown, May 30, Lourence Marques, June 9, from New York April 30.

Ship 'Yaka' (States Marine) Capetown, June 1, Lourence Marques, June 9, from New York, May 2.

Ship 'Robin Moor' (Robin) Capetown, June 2, Lourence Marques, June 10, from New York, May 3."

ITEM NO. 2

"

End of April

There exists a great tonnage shortage to South and East Africa. Here lie 50,000 ton freight which cannot be moved. Above all are heavy trucks and steel. The cargo space at the currently running ships is booked until July. The lines which sail there will ask the Maritime Commission to place more ships at their disposal as they bring in material for the American arms' industry (Manganese, Chrome ore, Aspest, Wood and Hides). The freighter 'West Chetac' has been chartered by the M.C. to the Robin Line. Sails from New York on April 29 to Capetown; is supposed to replace the ship, 'Robin Doncaster' which was given to the English, 9,900 ton. Tur-bines (485' x 66' x 43'). Because of heavy traffic in the African ports, and insufficient harbor facilities a roundtrip has been slowed down from three and one-half months to four and one-half months. The Robin Line now sails to South and East Africa with 13 ships.

The new ship 'Robin Kettering' which is supposed to make the first trip from here on May 17, is being built by the Bethlehem Steel Company, Sparrows Point.

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"

Launched was 'Cape Fairwater' on April 11 by the Seattle Tacoma Shipbuilding Corporation, Washington for the American Mail Line (416' x 60' x 37'6") 4,000 horse power, geared Diesel drive, 14 knots, 9,000 ton, cost \$2,127,000.

The freight and passenger steamer 'Rio de Janeiro' launched April 12 by the Sun Shipbuilding and Drydock Company for Moore McCormack Line 9,080 ton, Type C-3P (465' x 69' 6" x 42' 6") two 4,250 horse power Sun Duxford Diesels, 16 1/2 knots cost \$3,169,100. Kiel laid on March 14, 1940, supposed to be turned over on October 6, 1941. Of these, three further sister ships are under construction, 'Rio Hudson', 'Rio Parana' and 'Rio de la Plata'.

The tanker, 'Corsicana' was launched on April 19, by Bethlehem Steel Company, Sparrows Point. Built for Socony Vacuum Oil Company 16,000 ton (487' 6" x 68' x 37'). Turbines 12,000 horse power 16 1/2 knots; was supposed to do 13 1/2 knots according to the contract. This, however, was later changed by the Navy and reinforcements were installed for gun foundations, magazines for munitions and quarters for artillery personnel. She is supposed to be used when necessary as a National Defense tanker. Kiel was laid on August 12, 1940.

Of these, there are supposed to be five more built by the same shipyards. Contracts have already been given. Kiel for tanker 'Cadda' was laid on September 12, 1940. Names of the others: 'Calusa' kiel laid, according to the contract, on April 3, 1941; 'Catawha' June 3, 1941; 'Colina', August 3, 1941; 'Conastoga', January 18, 1942.

Moore McCormack Lines, N.Y. has chartered the ships, 'Door Lodge', and 'West Keene' for a year. Charter price, \$16,225 a month each ship. Although other lines offered a much higher price, the ships were given to this company because they are supposed to sail from the East Coast to South America and are best suited therefor. Shortly also the ship 'Normactido' built by the Ingals Shipbuilding Corp. will be turned over to the line. Launched on October 12, 1940 (cargo air-conditioning system) C-3 Type 492' long, 69' 6" wide and 33' 6" deep. 12,510 dw tons, 7,753 gross tons, 720,000 bale cubic feet of which 40,000 is refrigeration space, 12 passengers.

The U.S. Navy has taken over the 6,185 ton passenger ship 'Saint John', 403' x 61' 22 knots, 750 passengers from the Eastern Steamship Lines. The line has received the ship 'Evangelista' substitute. 5,043 gross tons, 21 knots, 500 passengers.

VEC:AOBS 4

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The U.S. Navy has given a contract in the amount of \$5,108,880 to the Elco Boat Works, New Jersey for construction of 12 more motor torpedo boats and 12 submarine destroyers.

Fink 22 1941 G.R. Hoff."

(Ex. 1A31 -

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April 29,
1941

He will further testify that he wrote out, and
with the assistance of Agent Ellsworth, encoded the follow-
ing messages which were turned over to Agent [REDACTED] for
transmission to Germany:

b7C

" No. 253.

From Leo. English ship Southern Prince, twin
screws. Built one nine two nine. One naught nine one
seven ton. One six knots. Cannon astern. Painted
gray. Where promenade deck was before is now armoured.
Two Elco motor torpedo boats on after deck. Superstruct-
ure brown. "

(S. 6929 - P. 12)

" No. 254.

I have seen Dunn. He will take care of your one
two eight. Said he absolutely must have money. Said
[REDACTED] told him the English are laying gas
pipes with holes in them on the beaches of England with
attached gas tanks to be used in the coming invasion of
England. "

b7C

(S. 6929 - P. 13)

Further, that on the same day he received a letter
addressed to himself as HARRY SAWYER, Post Office Box
67, Madison Square Station and postmarked New York, N.Y.
April 29, 12:30 P.M. from Duquesne. The letter read as
follows:

" Tuesday.

Meet me at the same tree Wednesday 5 P.M. if
possible. Important.

dimmie."

April 30,
1941.

He will testify from his notes that at about 5:05 P.M.
DUQUESNE approached him at the CITY HALL PARK where they
had a conversation. Duquesne dictated information which he
wrote down on a copy of the NEW YORK JOURNAL AMERICAN, which

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he was carrying, dated Wednesday, April 30, 1941. DUQUESNE said he wanted this message sent to Germany:

"Six cruisers from Virginia leaving two at a time waiting for convoy duty and four U. S. submarines cruising outside harbor mouth of New York, and 30,000 officers and men under the head of the State Department, Hull, to be used out of Halifax for Greenland and Iceland."

He also wanted him to ask Germany whether they have received materials from him by way of China, as he is mailing everything to Wang; that he was also to say that he must have money. Duquesne also said that he had not yet seen MRS. ROTHER on York Avenue because he had no clothes to wear. He asked him for one of his laid off suits. He said he hardly recognized him any more because of his prosperous appearance. He told Duquesne that he was working, and had a side line in the Diesel business.

b7C

DUQUESNE said that he had been to the HOTEL PIERRE for the purpose of seeing the people who live there, whom he was requested to contact and hire, namely, ██████████ KREUTZENSTEIN, ██████████. He claimed that he spoke to a waiter, or head waiter, there, but said that he did not know the man's name. He asked the waiter about the above people and the waiter said that he, DUQUESNE, should give him some kind of identification from the other side. The waiter also said that if he wanted to know something he should go to the Gestapo man, an ex-German police officer, who also lives in the hotel as a guest. However, the waiter did not give him any name for this Gestapo man. He doubted DUQUESNE'S story and asked him how it was possible that he could talk to an unknown waiter in the Hotel Pierre and have the waiter make such statements as the above. Thereupon, Duquesne became confused, however, he stated he would mail him the name of the waiter in the near future and that he could then see him for himself.

DUQUESNE contended that he was unable to do a thing without money and he wanted him to be sure and write the other side for money. He talked about the last war and how free money was then. He also spoke about his experiences in prison, especially, in Bellmore. He said that he had "locked" paralysis of his lower body and "wasn't able to urinate every night which caused him to be obliged to urinate when I would urinate in the dark with saw blades and he cut through two of the iron bars of his room and lowered

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himself into the yard. He was picked up by two Germans and an Austrian who put him in a taxicab, and took him to Hoboken. From there they sent him to Boston where he was nursed back to health in a hospital. Then the Germans shipped him to Japan.

He also spoke in a general way about American Justice, stating that most prison inmates are "framed" men; that when the F.B.I. picks up somebody and then finds out he is the wrong man, they keep him anyway and "frame" him. He said that they have orders from HOOVER to produce and so they produce.

He stated that he would see him, SEBOLD, again soon at the same place.

They separated at about 6:45 P.M.

(Exhibits 1A3 -

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May 1,
1941.

He will testify that Agent [REDACTED] turned over to Agent Ellsworth and himself a coded message which he stated was received from Station AOR, which, when decoded and translated read as follows:

"

No. 131.

b7C

Your messages two two eight and two three two. Dont make connections now. It is not out of the question that Siegfried - Toni is watched. Momentarily recommend great caution in general. "

(S. 6929 - P. 14)

May 2
1941.

He will testify that he sent a telegram to [REDACTED] which read as follows:-

" Best congratulations. Please come to my office Monday 6 P.M. Harry."

(Exhibit 1A188 -

May 3,
1941.

He will testify that he wrote out and with the assistance of Agent Ellsworth encoded the following message, which was turned over to Agent [REDACTED] for transmission to Germany. The message, before encoding, read as follows:

"

No. 255.

From Leo. Ship Cocco, hull painted black, superstructure yellow brown, smokestack gray, upper part black, left New York April two one. A motor ship with two smokestacks next to each other, deck cargo airplanes, five further ships left on same day. Names not to be determined. Southern Prince left on April two one. They are supposed to sail in convoy."

(S. 7118 - P. 5)

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b7c

That on the same day Agent [redacted] turned over to them two coded messages, which he said were received from Station ACR. These messages, when decoded and translated, read as follows:-

"

No. 132.

Please advise as soon as possible whether you or one of your people can obtain USA sea charts and send them here by a safe way."

"

No. 133.

For Carr. -- Pay him one naught naught dollars. He should try to obtain particulars (or patterns) of -- cross section named nacalaminar flow airfoil. Use of artificial resin-compressed materials in military construction models. Further, other technical aircraft details, also from Sperry. He will receive money continually according to production. "

(S. 7118 - P. 3 and 4).

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May 5,
1941.

He will testify that he wrote out, and with the assistance of Agent Ellsworth, encoded the following message which was turned over to Agent [REDACTED] for transmission to Germany:

" No. 256.

Dunn asks whether you received material from him by way of China as he is mailing everything to Wang. He says he must have money."

(S. 7118 - P. 8)

That on the same day Agent [REDACTED] turned over to them coded message from Station AOR, which, when they decoded and translated it, read as follows:-

" No. 134.

Pay Dunn Dunn one hundred one hundred. As soon as he deliveres something new we will increase further payments. What do you know about a USA baby incendiary bomb baby incendiary bomb ? "

(S. 7118 - P. 8)

He will further testify that on the same day he wrote out and mailed a test letter which was addressed [REDACTED] He mailed this letter by clipper. It read as follows:-

"

New York May 5, 1941.

Dear Carlos:

I have not heard from you for a long time. How is the cocoanut crop there this year? When will you be coming up to see me? Write me whether everything is O.K. now.

Yours truly,
Harry. "

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In view of Message No. 133, received from Germany May 3rd, he typed out and mailed the following letter to EVERETT ROEDER, 210 Smith Street, Merrick, Long Island, which read as follows:

" New York, May 5, 1941

Dear Roeder,

Can you call at my office Thursday, 6 P.M.
May 8. I have something for you from our
friends.

Harry."

(Exhibit 1A13 -

On the same day he sent a telegram to BLANK, 20 West 48th Street, New York City, requesting him to come to his office, Tuesday, May 6th at 6 P.M. Also, he typed out and mailed a letter to F. DUQUESNE, Air Terminals Company, 120 Broadway, which read as follows:

"

New York, May 5, 1941.

Dear Duquesne,

I have received some pamphlets for you. Meet me
Wednesday 5 P.M. same tree.

Harry."

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May 5,
1941.

WILLIAM SEBOLD will testify from his notes that LEO WAALEN came to his office at about 7:45 P.M. and handed him a group of materials, among which was a slip of paper written out in pencil, apparently, by GEORGE SCHUH. He had previously told WAALEN that he had received a message from Germany that they wanted to know who GEORGE was and apparently Waalen had told Schuh this and as a result Schuh had furnished this slip of paper which Waalen said gave the true name of Schuh [REDACTED] under which they are known in Germany. His name was given as OTTOMAR ISCHIEDRICH, Hamburg. [REDACTED] was given as [REDACTED]

b7C

He then handed WAALEN the typed page which he had previously prepared and a carbon copy of which is attached to his notes. This message sets out Radio Message No. 130, received from Station AOR on April 26th, stating that

" News urgently desired concerning ships
which sail for Switzerland"

and so forth;

Message No. 132, received May 3, 1941, requesting advice as soon as possible as to whether he, Sebold, or one of his people could secure U.S.A. sea charts, and so forth;

Message No. 133, received May 5th, which asks what he knows concerning a U.S.A. baby incendiary bomb.

WAALEN was very pleased with the radio message, asking for U.S.A. sea charts. He said he could get plenty of them. He then asked WAALEN if FEHSE had paid him the \$125, back in January, that he had asked him, SEBOLD, to secure for him from Germany. Waalen said that Fehse had not given him any money; that he had wanted the \$125 for expense money to be used in contacting a man whom he thought was trustworthy and who works in the GLENN MARTIN plant in Philadelphia. He said that he did not remember the man's name although he has a brother, who is manager of the CATHOLIC KOLPIN HOUSE on 80th or 89th Street in Yorkville, between Second Avenue and Lexington Avenue. This information he received from KARSCHNER who knows the above brother.

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He then told WAALEN that he had not yet received the \$500 which was supposed to have been sent for VERBEE by Germany. He told him this because had asked him to give \$300 of the money to STURM and \$50 of it to CLAUSING, and these individuals might think that he was keeping the money for himself.

He then asked WAALEN what the name of his friend was, who was working as a die maker in a Long Island airplane factory, this man having previously been mentioned by WAALEN. Waalen said the man's name is [redacted]

machine

The man who works in a printing shop in New Rochelle, the name of which he did not know, is KARSCHNER who knows what he, WAALEN, is doing and said that anti-aircraft guns were going to be manufactured at this plant.

b7c
He then asked WAALEN what the name of the inventor was, who was thrown out of the German Consulate, as previously mentioned by Waalen. Waalen said the man's name was [redacted]. However, he did not know how this man could be reached any more. He also indicated that he knew nothing more about the individual except that he had an invention regarding a savings device for submarines as well as a new blasting device.

He then asked WAALEN to arrange a meeting for him with EICHENLAUB and WALISZEWSKI. Waalen said he would try to arrange such a meeting. He asked Waalen if he knew Walischewski. Waalen said he did not but that he had heard of a seaman by a similar name.

Waalen said that his wife has wealthy relatives in the United States of America and that a man by the name of [redacted] had been invited to his (Waalen's) wife's aunt's place as he was bringing greetings from the other side.

Waalen gave him a typed report including information about [redacted] which he requested be sent to Germany by radio. He, BEHOLD, wrote a phrase at the bottom of the types message regarding the man bringing greetings to Lee's wife's aunt. He then suggested to WAALEN that he no longer sign FINK'S name to documents, and also suggested that it might be wise to discontinue numbering the reports so that if they were ever disclosed to any of these reports no one would know how many of the originals it went.

Waalen then suggested an appointment to see FINK'S wife and to take back the following messages and to return them to him as soon as possible when translated, read as follows:-

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Item No. 1.

" Steamer 'Empire Seal', hull black, super-structure gray running war materials. Two other enemy steamers, armed and painted grey, left the harbor with war materials on May 3, 1941. Names of both could not be determined. Ship, 'Ville de Anvers', 16 knots, left the harbor on May 2, 1941 with a cargo of machines, steel tubes, trucks and provisions.

b7C [REDACTED] purportedly here for the purpose of closing a contract with the Standard Oil Company. Supposedly has an oil and benzine firm in Budapest. He is at present in Washington. The above named appears suspicious.

Further information follows as well as his departure from here, and the name of the ship. An aunt of LEO'S wife had an invitation from the man who was supposed to give her greetings."

Item No. 2. (Page No. 1)

" Fink 23

List of the submarines of the U.S. Navy under construction and to be built as of February 1, 1941.

NAME	BUILT BY	KIEL LAID	LAUNCHED	CONTRACT GIVEN
"Gudgeon"	Mare Island Navy Yard	6.10.39	28.9.40	15.6.39
"Silversides"	" " "	22.11.39		1.7.39
"Trigger"	" " "	4.11.40		28.6.40
"Wahoo"	" " "			28.6.40
"Whale"	" " "			28.6.40
"Sunfish"	" " "			9.9.40
"Tunny"	" " "			9.9.40
"Tuna"				Placed in service on 1/2/41.
"Mackerel"	Electric Boat Co.	6.10.39		1.7.39
"Gar"	" " "	27.12.39	7.11.40	15.6.39
"Crampus"	" " "	14.2.40	23.11.40	15.6.39
"Grayback"	" " "	3.4.40		15.6.39
"Greenling"	" " "	12.11.40		12.6.40
"Grouper"	" " "	28.12.40		12.6.40
"Gato"	" " "	5.10.40		12.6.40
"Grunion"	" " "			1.7.40

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NAME	BUILT BY	KIEL LAID	LAUNCHED	CONTRACT GIVEN
"Guardfish"	Electric Boat Co.			1.7.40
"Albacore"	"	"	"	1.7.40
"Amberjack"	"	"	"	"
"Barb"	"	"	"	"
"Growler"	"	"	"	"
"Backfish"	"	"	"	"
"Gunnel"	"	"	"	"
"Gurnard"	"	"	"	"
"Haddo"	"	"	"	"
"Hake"	"	"	"	"
"Harder"	"	"	"	"
"Hoe"	"	"	"	"
"Bluefish"	"	"	"	9.9.40
"Bonefish"	"	"	"	"
"Cod"	"	"	"	"
"Cero"	"	"	"	"
"Corvina"	"	"	"	"
"Darter"	"	"	"	"
"Angler"	"	"	"	"
"Bashaw"	"	"	"	"
"Bluegill"	"	"	"	"
"Bream"	"	"	"	"
"Cavlia"	"	"	"	"
"Cobia"	"	"	"	"
"Croacker"	"	"	"	"
"Dace"	"	"	"	"
"Dorado"	"	"	"	"
"Flasher"	"	"	"	"
"Flier"	"	"	"	"
"Flounder"	"	"	"	"
"Cabilan"	"	"	"	"
"Jack"	"	"	"	"
"Lapon"	"	"	"	"
"Mingen"	"	"	"	"
"Missallonge"	"	"	"	"
"Paddie"	"	"	"	"
"Pargon"	"	"	"	"

Mr. G. R. Hof. Fink 23.

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"

(Page 2.)

" Fink 23

List of the submarines of the U.S. Navy under construction and to be built as of February 1, 1941.

NAME	BUILT BY	KIEL LAID	LAUNCHED	CONTRACT GIVEN
"Marlin"	Portsmouth Navy Yard	28.5.40		1.7.39
"Grayling"	"	15.12.39	4.9.40	1.7.39
"Grenadier"	"	2.4.40	29.11.40	1.7.39
"Drum"	"	11.9.40		12.6.40
"Flyingfish"	"	6.12.40		12.6.40
"Finback"	"			28.6.40
"Haddock"	"			"
"Halibut"	"			"
"Herring"	"			"
"Kingfish"	"			"
"Shad"	"			"
"Runner"	"			9.9.40
"Sawfish"	"			"
"Scamp"	"			"
"Scorpion"	"			"
"Snook"	"			"
"Steelhead"	"			"
"Pete"	Manitowoc Shipbuilding Co.			"
"Pogy"	"			"
"Pompon"	"			"
"Puffer"	"			"
"Rasher"	"			"
"Raton"	"			"
"Ray"	"			"
"Redfin"	"			"
"Robalo"	"			"
"Rock"	"			"

Names of Destroyers of the U.S. Navy under Construction and to be built.

NAME	BUILT BY	KIEL LAID	LAUNCHED	CONTRACT GIVEN
"Gwin"	Boston Navy Yard	1.6.39	25.5.40	1.10.38
"Meredith"	"	1.6.39	24.4.40	1.10.38
"Wilkes"	"	1.11.39	31.5.40	1.7.39

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NAME	BUILT BY	KIEL LAID	LAUNCHED	CONTRACT GIVEN
"Nicholson"	Boston Navy Yard	1.11.39	31.5.40	1.7.39
"Forrest"	"	6.1.41		12.6.40
"Fitch"	"	6.1.41		12.6.40
"Guest"	"			28.6.40
"Bennett"	"			28.6.40
"Fuliam"	"			28.6.40
"Hudson"	"			28.6.40
"Hutchins"	"			28.6.40
"Charette"	"			9.9.40
"Conner"	"			9.9.40
"Hall"	"			9.9.40
"Halligan"	"			9.9.40
"Haraden"	"			9.9.40
"Newcomb"	"			9.9.40
4 ohne Namen "				16.12.40
"Capps"	Gulf Shipbuilding Co.			9.9.40
"David W. Taylor"				9.9.40
"Evans"	"			9.9.40
"John D. Henley"	"			9.9.40

Mr. G. R. Hof. Fink 23 "

NOTE - The dates listed here are German, that is, the date of the month, then the month, then the year.

ITEM NO. 3.

"Fink 24

List of the Destroyers of the U. S. Navy under Construction and to be Built as of February 1, 1941.

NAME	BUILT BY	KIEL LAID	LAUNCHED	CONTRACT GIVEN
"Woolsey"	Bath Iron Works	9.10.39		15.6.39
"Ludlow"	" " "	18.12.39	11.11.40	15.6.39
"Nicholas"	" " "			1.7.40
"O'Bannon"	" " "			1.7.40
"Crevalier"	" " "			1.7.40
"Emmons"	" " "	14.11.40		12.6.40
"Macomb"	" " "	3.9.40		12.6.40
"Strong"	" " "			1.7.40
"Taylor"	" " "			1.7.40
"DeHaven"	" " "			1.7.40

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NAME	BUILT BY	KIEL LAID	LAUNCHED	CONTRACT GIVEN
"Conway"	Bath Iron Works			9.9.40
"Cony"	"			9.9.40
"Converse"	"			9.9.40
"Eaton"	"			9.9.40
"Foote"	"			9.9.40
"Spence"	"			9.9.40
"Terry"	"			9.9.40
"Thatcher"	"			9.9.40
"Anthony"	"			9.9.40
"Wadsworth"	"			9.9.40
"Walker"	"			9.9.40
3 ohne Nahmen	"			16.12.40
"Grayson"	Charleston Navy Yard	17.7.39	7.8.40	1.10.38
"Swanson"	"	15.11.39	2.11.40	1.7.39
"Ingraham"	"	15.11.39		1.7.39
"Pringle"	"			28.6.40
"Stanly"	"			28.6.40
"Stevens"	"			28.6.40
2 ohne Nahmen	"			16.12.40
"Edison"	Federal S.B. & D.D. Co.			
		18.3.40	23.11.40	15.6.39
"Ericsson"	"	18.3.40	23.11.40	15.6.39
"Percival"	"			1.7.40
"Bristol"	"	2.12.40		12.6.40
"Ellyson"	"	2.12.40		12.6.40
"Hambleton"	"	16.12.40		1.7.40
"Rodman"	"	16.12.40		1.7.40
"Fletcher"	"			1.7.40
"Radford"	"			1.7.40
"Jenkins"	"			1.7.40
"La Vallette"	"			1.7.40
"Watson"	"			1.7.40
"Aaron Ward"	"			9.9.40
"Buchanan"	"			9.9.40
"Duncan"	"			9.9.40
"Lansdowne"	"			9.9.40
"Lardner"	"			9.9.40
"McCalla"	"			9.9.40
"Saufley"	"			1.7.40
"Waller"	"			1.7.40
"Mervine"	"			9.9.40
"Quick"	"			9.9.40
"Philip"	"			9.9.40
"Renshaw"	"			9.9.40

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NAME	BUILT BY	KIEL LAID	LAUNCHED	CONTRACT GIVEN
"Ringgold"	Federal S.B. & D.D. Co.			9-9-40

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ITEM NO. 4-

"Fink 25

List of the Destroyers of the United States Navy under Construction and to be Built, February 1, 1941.

NAME	BUILT BY	KIEL LAID	LAUNCHED	CONTRACT GIVEN
"Monssen"	Puget Sound Navy Yard	12-7-39	7-8-40	1-10-38
"Halford"	"			28-6-40
"Leutze"	"			28-6-40
"Noworth"	"			9-9-40
"Kilien"	"			9-9-40
"Mansfield"	"			9-9-40
"Metcalfe"	"			9-9-40
"Shields"	"			9-9-40
"Wiley"	"			9-9-40
"Corry"	Charleston Navy Yard	4-9-40		12-6-40
"Hobson"	"	14-11-40		12-6-40
"Bell"	"			9-9-40
"Burns"	"			9-9-40
"Izard"	"			9-9-40
"Paul Hamilton"	"			9-9-40
"Twiggs"	"			9-9-40
"Bache"	Bethlehem Steel Co. (Staten Island)			1-7-40
"Beale"	"			1-7-40
"Farenholz"	"	Kiel laid 11-12-40		9-9-40
"Bailey"	"			9-9-40
"Brownson"	"			9-9-40
"Daly"	"			9-9-40
"Isherwood"	"			9-9-40
"Kimberly"	"			9-9-40
"Luce"	"			9-9-40
"Meade"	"			9-9-40
"Murphy"	"			9-9-40
"Parker"	"			9-9-40
"Laffey"				1-7-40
		(San Francisco)		

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NAME	BUILT BY	KIEL LAID	LAUNCHED	CONTRACT GIVEN
"Woodworth"	Bethlehem Steel Co.	(San Francisco)		1-7-40
"Abner Read"	"	"		9-9-40
"Ammon"	"	"		9-9-40
"Beatty"	"	"		"
"Bush"	"	"		"
"Trathen"	"	"		"
"Hazelwood"	"	"		"
"Heerman"	"	"		"
"Hoel"	"	"		"
"McCord"	"	"		"
"Milier"	"	"		9-9-40
"Ownen"	"	"		"
"Putnam"	"	"		"
"Stephen Potter"		"		"
"Tingey"	"	"		"
"Twining"	"	"		"
"Yarnall"	"	"		"
7 ohne Namon	"	(San Pedro)		"
"Boyd"	"	"		"
"Bradford"	"	"		"
"Brown"	"	"		"
"Cowell"	"	"		"
6 ohne Namen	"	"		"

Mr. G.T. Hof. Fink. 25e"

(Page No. 2)

NAME	BUILT BY	CONTRACT GIVEN
"Carmick"	Seattle Tacoma S.B. Co.	9-9-40
"Doyle"	"	"
"Endicott"	"	"
"Farley"	"	"
"Frankford"	"	"
"Franks"	"	"
"Haggard"	"	"
"Hailey"	"	"
"Johnston"	"	"
"Laws"	"	"

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NAME	BUILT BY	CONTRACT GIVEN
"Longshaw"	Seattle Tacoma S. P. Co.	9.9.40
"Morrison"	"	"
"Prichett"	"	"
"Robinson"	"	"
"Roes"	"	"
"Rowe"	"	"
"Smalley"	"	"
"Stoddard"	"	"
"Watts"	"	"
"Wren"	"	"
5 ohne Namen	"	"
"Aulick"	Consolidated Steel (Orange)	"
"Charles Ausburn"	"	"
"Claxton"	"	"
"Dyson"	"	"
"Harrison"	"	"
"John Rodgers"	Consolidated Steel (Orange)	9.9.40
"McKee"	"	"
"Murray"	"	"
"Sproston"	"	"
"Wickes"	"	"
"William D. Porter"	"	"
"Young"	"	"
"Sigsbee"	Federal S.B. & D.D. Co.	"
"Stevenson"	"	"
"Stockton"	"	"
"Thorn"	"	"
"Turner"	"	"
6 ohne Nahmen	"	16.12.40
"Bancroft"	Bethlehem Steel Co. (Quincy)	16.12.40
"Barton"	"	16.12.40
"Boyle"	"	16.12.40
"Champlin"	"	16.12.40
2 ohne Namen	Philadelphia Navy Yard	16.12.40
2 ohne Namen	Norfolk Navy Yard	16.12.40

Mr. G. R. Hof. Fink 25."

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ITEM NO. 5.

"

Fink 26.

TYPE	UNDER CONSTRUCTION January 1, 1940	UNDER CONSTRUCTION April 12, 1941	TAKEN OVER January 1, 1940
Battleships	8	17	0
Aircraft Carriers	2	12	1
Large Cruisers	0	6	0
Heavy Cruisers	0	8	0
Light Cruisers	4	40	0
Destroyers	32	200	22
Submarines	<u>15</u>	<u>78</u>	<u>8</u>
Totals	61	361	31
Destroyer Tenders	2	3	2
Minesweepers (220 ft.)	2	42	1
" 165 ft.)	0	18	0
Net layers	0	4	0
Gasoline Tankers	0	5	0
Transports	0	2	0
Repair Ships	1	4	0
Submarine Tenders	1	7	0
Sub-Rescue Vessels	0	5	0
Seaplane Tenders	2	4	2
" 4	16	0	0
Mine Layers	1	3	0
Fleet Tugs	<u>3</u>	<u>10</u>	<u>3</u>
Total	16	123	8
Grand Totals	77	484	39

Paragraph #5

5 of the 10,000 Ton Class for the Maritime Commission

14 " " 10-11,000 Ton Class for the Standard Oil Co. New Jersey.

3 " " 9,600 " " " " Texas Co.

2 " " 11,400 " " " " Standard Oil Co. Calif.

2 " " 9,600 " " " " Gulf Oil Corp.

2 " " 10,000 " " " " Keystone Tankship Corp.

1 " " 11,400 " " " " Sun Oil Co.

4 " " 8,350-11,400 " " " " Atlantic Refining Co.

Mr. G. R. Hof. Fink 26"

1743

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A sixth item, which is not listed, consists of a four page report taken from the magazine entitled, "THE MARINE NEWS" for March 1941, bearing the caption, "U.S. MARITIME COMMISSION VESSELS COMPLETED, AND UNDER CONSTRUCTION". This item is numbered "Fink 27 41 Mr. G.R. Hof,"

(Ex. 1A31 -

and attached to it is a typed slip of paper, in German, which translated reads:

"
For the sake of simplicity in the future in showing launching, kiel launchings and ships placed in service, the MC Hull number and builder's hull number will be given. For example: 101 43 52 launching 8/10/41.

Signed Fink 27 Mr. G.R. Hoff".

65-1819

May 6,
1941.

He will testify that while at his office, about 5:50 P.M. he received a telephone call from BLANK who stated that his first name was MAX; that he did not work any longer for WESTERMANN.. He stated he could not see him that day but would call him again on Thursday between 4 and 6 P.M.

65-1819

May 7,
1941.

He will testify that he received a notice from the CHASE NATIONAL BANK to the effect that a credit had been received for him in the amount of \$5,500.00 on May 6, 1941 from the Banco de Mexico, S.A., Mexico D.F., Mexico, on the order of [REDACTED] Mexico City. The order number is C 10621; that he took his deposit book to the bank and an entry was made therein giving him credit for the amount of \$5,500.00.

b7C

(Exhibits 1A16-66 and 67.)

He will further testify from his notes that at about 1:00 P.M. he went to the REX DINING CAR on Northern Boulevard in Flushing where he sat at the counter. As he turned around he saw MEZENEN in a booth with a girl, about 26 years of age, slender build, a "strawberry blonde" wearing a blue striped dress. Mezenen motioned to him and he, SEBOLD, went outside. Mezenen then followed him, and said that everything was under control. He said that he had not gone to Lisbon for quite some time, and that he, Sebold, should come to Flushing once in a while for a glass of beer with him.

He will further testify from his notes that he went to the CITY HALL PARK in lower Manhattan at about 5 P.M. to meet DUQUESNE but he did not show up. He then recalled that he addressed the letter to 120 Broadway instead of to 170 Broadway. He then went to his office, and at about 6:30 P.M. he received a telephone call from ROEDER who asked what he had for him. He told him some "dough" meaning money, and Roeder said that he had something also; that he would see him on the following day at his office, (May 8th) at 5:00 P.M.

65-1819

May 7,
1941.

WILLIAM SEBOLD will testify from his notes that when he arrived at his office at 6:15 P.M. he found the cleaning woman working in his office at the time, and she said that a man had come in to the office at about 6:05 P.M. and had written a message on the calendar pad of his, Sebold's, desk.

The message which was written in pencil on a page of the calendar pad, dated Tuesday, May 6th, reads as follows:

" Will see you at six o'clock.

HANNI."

The above message was, undoubtedly, from STADE.

Stade did not return to the office that night.

He will testify from his notes that at about 7:30 P.M. LEO WAALEN walked into his office and handed him ten navigation charts of the ST. LAWRENCE RIVER. He stated he took these charts out of the pilot houses of boats in the shipyards and told his boss he wanted to take them home to use for drafting paper. His boss said that that was all right. He said he would try to get more charts.

WAALEN also said that he had been to see EICHENLAUB at his restaurant but did not get an opportunity to speak to him. He suggested to Waalen that he try to get Eichenlaub and Walischewski to meet him, Sebold. Waalen said that he had not been able to learn the address or the name of the man at the GLENN L. MARTIN factory as yet. He said that he had been to see EELING on 83rd Street but that Eeling would not, as yet, come to his, SEBOLD'S, office because he was very frightened. His wife is also very nervous.

The charts turned over by Waalen are as follows:-

(Ex. 1A31 -

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1. Chart of Lake Ontario, numbered as Lake Ontario Coast Chart No. 1, 1927.
2. Chart No. 4, St. Lawrence River, 1923.
3. Chart No. 6, St. Lawrence River, 1926.
4. Lake Ontario - Lake Ontario Coast Chart No. 2.
5. St. Lawrence River, Lake St. Louis or Soulanges Canal to Montreal.
6. St. Lawrence River, Lake St. Francis or Cornwall to McKies Point.
7. St. Lawrence River, Cape St. Michel to Ile St. Ours.
8. St. Lawrence River, Ile St. Ours to Ile Aux Raisins.
9. St. Lawrence River, Montreal to Cape St. Michel.
10. St. Lawrence River, McKies Point to eastern entrance of Soulanges Canal.

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May 8,
1941.

He will testify that he wrote out and with Agent Ellsworth encoded Message No. 257, which was turned over to Agent [REDACTED] for transmission to Station AOR. This message, before encoding, read as follows:-

"No. 257.

From Leo. Ship Robert Locksley which left here on April eleven for maiden voyage was in Capetown on April two eight. Trip lasted one seven dash one eight days. Older ships need two five days. A Dutch ship arrived in NY is loading. Armed. Deep sea bombs. Approximately six thousand tons. Announcement of sailing date still pending. Superstructure brown. Hull gray. Steamer Charles H. Cramp, Am. South African, arrival East London May two five. Left New York April three naught. "

(S. 7341 - P. 2)

Further, he typed out and mailed the following letter to DUQUESNE, which he addressed to him as F. DUQUESNE, 170 Broadway c/o Air Terminals Company, and which read:-

"

Dear Duquesne,

I have some pamphlets for you. Meet me same place 5 P.M., Monday May 12. Tree.

Harry."

(Exhibit 1A3 -

65-1819

May 8,
1941.

SEBOLD will testify from his notes that at about 4:55 P.M. ROEDER walked into his office and handed him four items, as follows:

- "
- 1. Three .30 calibre bullets and two .45 calibre bullets which appear to be brass or bronze.
- 2. A typewritten sheet reading as follows:

From Carr: April 23, 1941

Micro 1*

- 1-Wright field, Dayton, Ohio
- 2-No information
- 3-No information
- 4-No information
- 5-Pratt and Whitney - applied to superchargers
- 6-No information
- 7-No information
- 8-No information
- 9-Sperry and Western Electric. Nearly finished
- 10-International Tel and Tel. Completed and in operation.
- 11-Same as above
- 12-Sperry and Norden. In connection with aircraft. In production.
- 13-Sperry. Just started.
- 14-No information.
- 15-No information.
- 16-No information.
- 17-No information.
- 18-No information
- 19-Sperry. Ultra High Frequency reflected beam.
Experiments only partly finished. Identification device unknown as yet.

Micro 2*

- 1-Cameras and other optical goods (a) High frequency radio
Value about six million per year (b) transmitters and beam
approximately four hundred (c) receivers.

749

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"
2- Information will be obtained

2- Was told 210

All

Yes

I am working on those items where no information is yet ready "

"
3. One blueprint of the Sperry Gyroscope Company, number 644832, bearing the heading, "HYDRAULIC UNIT WITH PRESSURE SWITCH, A-5 PILOT."

4. A drawing of the Lawrence Engineering and Research Corporation, Linden, New Jersey, number R12280, bearing the caption, "INSTALLATION DRAWING SOUND-PROOFED - 5-HW."

Regarding the information set out under Micro No. 2, Items a, b and c, ROEDER said that he had just found out this information and dictated it to him, SEBOLD, as follows:

"
High Frequency Radio Transmitters and Beam Receivers."

He said he did not want to have his handwriting showing on the document.

With reference to the bullets, ROEDER said that the United States Army has ordered thirty million of each for machine gun use. He also gave the following information to be sent to Germany.

He said the SPERRY PEOPLE had acquired ground for a new plant of about 110 acres in New Hyde Park, Long Island. The plant is to be finished in November 1941 and is in addition to the other plant.

He then handed ROEDER Radio Message No. 133 received from Germany on May 3, 1941, as set out above, which directed that \$100 be paid to Roeder and further stated that he, Roeder, should try to obtain particulars and so forth.

65-1819

He then handed ROEDER the \$100, the serial number of which he had previously recorded, which was a 1934 Federal Reserve \$100 Note, serial number BO 3227310A. ROEDER gave him a receipt, written on the back of one of his, SEBOLD'S, business cards, which read as follows:

"Received 100. On account.

Carr."

(Ex. 1A13-

ROEDER said that he could not understand why they pay such small sums. He said that he had given him, SEBOLD, considerable material and that the stuff probably did not arrive in Germany. He told Roeder that he had sent everything and that some things may have gotten lost in Lisbon. He told Roeder that a friend of his named [REDACTED] b7c [REDACTED] may be back in New York and asked Roeder how much the other side used to pay him. Roeder said that they paid him \$200 to \$225 a month since 1936, and that he received his last money shortly before the war broke out. He appeared to be in a big hurry, stating that he had to get back to work.

He left at about 5:30 P.M.

The radio message for CARR dated 5/3/41 which he, Sebold, wrote out on a piece of paper and handed to Roeder he did not take but made notes from the same.

(Ex. 1A13-

VEC:AOBS 1

65-1819

May 10,
1941.

He will testify that he wrote out and with the assistance of Agent Ellsworth encoded the following messages which were turned over to Agent [REDACTED] for transmission to Station AOR. These messages, prior to encoding, read:-

" No. 258

b7C
Georg's right name is Ottomar Ischiedrich from Hamburg. Name [REDACTED]

" No. 259.

Have received five five naught naught dollars. At my last meeting with Fink he said I should pay Aufzug two hundred and Carlos fifty out of his money as he owes these people and as he is leaving America. I was supposed to send the balance of two five naught to Fink in Germany. I request your instructions."

(S. 7341 - P. 8 and 9.)

65-1819

May 12,
1941.

b7C
He will testify that Agent Ellsworth exhibited to him Message No. 135 which he stated had been received by Agent [REDACTED] from Station ACR. This message read as follows:-

"
No. 135.

We hear that American armed convoy leaves May one two. Sailing is supposed to be with or by ~~if~~ an absolute break through to England. We request verification."

(S. 7341 - P. 10)

b7C
Further, that on the same day he sent a telegram to [REDACTED] which read as follows:

" Sorry I missed you other night.
Please come Wednesday. 6 P.M.

Harry."

(Exhibit 1A188 -

He will testify from his notes that he went to CITY HALL PARK where at about 5:05 P.M. he met FREDERICK DUQUESNE; that he, SEBOLD, was standing near the corner of the building when Duquesne suddenly appeared wearing dark sunglasses. He told Duquesne that he hardly recognized him and Duquesne said he had been followed up again during the last two days, and also some man had rented an apartment opposite him. He then read to Duquesne Radio Message No. 135, received May 11th with reference to the American armed convoy leaving on May 12th, etc.

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DUQUESNE stated that he did not know anything about such a convoy. He then handed Duquesne the \$100 Federal Reserve Note, Serial BO 3227308A, and Duquesne wrote out a receipt on the back of a note on which he had the radio message typed. The receipt reads as follows:

"
Address 100 W 100

F D"

(Exhibit 1A3 -

DUQUESNE then dictated to him the following information which he wrote down on a page of the JOURNAL AMERICAN newspaper for May 12, 1941.

"
The U.S.A. has established an air base in Lyberia, for an attempted attack on Dakar, and that he, Dunn, would send a map from a [redacted] New York. "

b7C
He said this name, [redacted] was a fictitious one but that he could not reveal the man's true name as Germany had instructed him to keep the name a secret, however, he said the man was [redacted] and is a member of the same church as President ROOSEVELT. He also said the British have a new passport regulation that they will issue all American citizen passports in New York as tourists to any British colony and when the boat enters the port of a British Colony the authorities pick up the American passport and issue a new red passport together with instructions concerning forbidden areas. When leaving the colonies, the citizens turn in the red passports and receive back their original American passports. He said there is a great discontent among the negroes on the island where the Americans are putting their bases. He asked DUQUESNE for the source of all this information. Duquesne said that there is a man by the name of [redacted] who is an acquaintance of his, and who works for the U. S. Government laying out airports, who confides in him thinking that he is an Englishman and does not know anything about his; DUQUESNE'S, being a spy.

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He asked DUQUESNE again about CAPTAIN RAYER of the German Lufthansa. He said this man is in Germany now and is one of the smartest men the Germans have; that he used to work with RAYER before the war. He said that the other fellow who worked with RAYER, namely Captain JAHN, who he previously mentioned, is still working in the Lufthansa office in New York, however, he said that JAHN is no good, that he is a backslipper, and a night club owl.

DUQUESNE said that he knew everyone on Battery Place 17, which is the address of the German Consulate; that he knows the man named [redacted] extra well. He referred to him as the man whose office was bombed some time ago, stating that [redacted] is in the German Propaganda Division and has a short wave radio receiver but no facilities for sending messages. He simply receives propaganda stuff from the other side, and has it printed and re-distributed in the U.S.A.

b7C
He then asked DUQUESNE about WALTER WINCHELL'S comment of the previous Sunday night to the effect that Assistant Attorney General ARNOLD was going to take a case before the Grand Jury in Washington, D.C. which would expose the Marine and Fire Insurance Companies for furnishing Germany with all the information about arrivals and departures of ships in American harbors. Duquesne declared that he used to work for a German insurance outfit before the war and that it was known under the name of MANNHEIM.

DUQUESNE spoke about the money situation again. He said he could not understand why there was such meagre pay. He said it used to be different in the last war, and that it was also much easier to give information in the last war. He said that the German outfit in the last war had more brains; that he used to simply send a message, "Love Willi" which would mean that a certain ship had passed the Panama Canal, for example. The other side would immediately understand what was meant without a lot of explaining.

He told Duquesne that the money situation now is just as good as it was in the last war; that the fault lies with him because he does not follow instructions to the letter. He suggested that Duquesne take some of the money and buy a suit and then contact the people he was supposed to contact. He said that he would do that. He asked Duquesne who had paid him before he arrived. Duquesne said that there was a man by the name [redacted] (phonetic) and he said, "I don't know, some of [redacted] paid me."

65-1819

DUQUESNE then asked him if his mail box was still O.K. He told him that it was. He then showed Duquesne Radio Message No. 132 dated May 3, 1941, reading:-

"Please advise as soon as possible whether you or one of your people can obtain U.S.A. sea charts and send them here by safe way."

Also, No. 134, dated May 5, 1941, reading:

"What do you know about a U.S.A. baby incendiary bomb".

DUQUESNE said that a long time ago he sent Germany this incendiary bomb by way of China; that the bomb is similar to the one which he took out of the DUPONT works and sent through him, Sebold to Germany recently. He said that it might also be shaped like a small hand grenade and is filled up with thermite and phosphorous.

Duquesne then showed him a clipping from a 1934 newspaper from "Believe it or Not" by Ripley, which showed him, Duquesne, as the great spy and asked whatever became of him.

They separated on City Hall Square at about 6 P.M.

65-1819

May 12,
1941.

SEBOLD will testify from his notes that LEO WAALEN came to his office at about 7:35 P.M. and handed him several items for transmission to Germany. In the conversation which followed Waalen said that STIGLER had been to see BROKHOFF on his last trip here but he did not say what took place.

He said SCHUH used to report to the German Gestapo as an informant on various individuals in the United States. He also said that EBLINC has no direct connection with Germany and that he worked only for Fehse; that his wife is "scared stiff".

Waalen then asked him to return to him the three pages taken from the MARINE NEWS, March, 1941, which set out a report of the United States Maritime Commission on vessels completed and under construction. Waalen gave these sheets to him at their meeting of May 5, 1941.

Waalen then asked for a pair of high powered field glasses in order to better observe ships in New York Harbor and their movements.

WAALEN said that STADE was introduced to this work by EICHENLAUB. He asked Waalen to arrange a meeting between himself and Eichenlaub and WALLSCHEWSKI, and also, if possible, to have these men come up to his office. Waalen said that he wanted to see him, SEBOLD, again the following Monday, May 19, at 7:30 P.M.

He read to Waalen German Message #135, received May 11th which stated that the German authorities heard that an American armed convoy was leaving here May 12th and that the departure was supposed to be with or by an absolute breaking through to England and asked for verification. Waalen said he did not know anything about such a convoy. He left at about 7:47 P.M.

The items handed over to him, SEBOLD, by WAALEN were as follows:

(Ex. 1A31 --

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1. Pages 8 and 9 of the NEW YORK SUN for Saturday, October 28, 1939, bearing the heading, "PANORAMA DEPICTS GREAT BRITAIN'S NAVY WITHOUT INCLUDING SHIPS IN 1939 BUILDING PROGRAM."
2. A two-page report in German which translated reads as follows:

L.E.O.

May 1941.

The Sun Shipbuilding & Drydock Co. Chester, Pa. is building and has contracts for:

- 1 18,100 Dwt ton Tanker "Esso Williamsburg" for Standard Oil Co. of N.J. 521 ft. x 70 ft. x 40 ft. Propelled by 7,500 H.P. Sun Doxford Diesel, 15 1/2 Knot speed. Keel laid on September 19, 1940. Hull No. 207. Launched on February 8, 1941.
- 3 15,500 Dwt ton Tankers for the Petroleum Shipping Company. 500 ft. x 68 ft. Propelled by 4,000 H.P. geared steam Turbines, 13 Knot speed. Hull No. 208, 209, 210. Hull No. 208. "Stanvac Melbourne" launched on March 29, 1941.
- 1 19,400 Dwt ton Tanker "E.H. Blum" for the Atlantic Refining Co. 521 ft. x 70 ft. x 40 ft. Propelled by 5,000 H.P. General Electric Turbo-Electric drive 13 1/4 Knot speed. Keel laid on October 3, 1940. Hull No. 211. Launched on March 15, 1941.
- 4 18,165 Dwt ton Tankers for the Panama Transport Co. 521 ft. x 70 ft. x 40 ft. Propelled by 7,500 H.P. geared steam Turbines, 15 1/2 Knots speed. Hull No. 213-216 inclusive.
- 2 16,400 Dwt. National Defense Type Tankers "Ackey" and "Karl-kay" for U. S. Maritime Commission for account Keystone Tankship Corp. 500 ft. x 68 ft. x 37 ft. propelled by 9,600 H.P. Westinghouse geared steam Turbines, 16 1/2 knot speed. Hull No. 221 and 222.

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- 2 18,100 Dwt ton. Tankers for Panama Transport Co. 521 ft. x 70 ft. x 40 ft. propelled by 7,500 H.P. Sun Doxford Diesel, 15 1/2 Knot speed. Hull No. 219 and 220.
- 3 14,140 Dwt ton. Tankers for the Texas Co. 485 ft. x 68 ft. x 36 ft. propelled by 9,000 H.P. Westinghouse geared steam Turbines 16 knot speed. Hull No. 223, 224 and 225.
- 1 16,400 Dwt ton Tanker for U.S. Maritime Commission for account of Kaymar Tankers Inc. 500 ft. x 68 ft. x 37 ft. propelled by 9,600 H.P. Westinghouse geared steam Turbines 16 1/2 knot speed. Hull No. 226.
- 2 16,400 Dwt. ton Tankers for U. S. Maritime Commission for account of Seamar Tankers Inc. 500 ft. x 68 ft. x 37 ft. propelled by 9,600 H.P. Westinghouse geared steam Turbines 16 1/2 knot speed. Hull No. 227 and 228.
- 1 19,400 Dwt ton for Atlantic Refining Co. 521 ft. x 70 ft. x 40 ft. propelled by 5,000 H.P. General Electric Turbo Electric drive 13 1/4 knot speed. Hull No. 229.
- 2 16,400 Dwt. ton Tankers, 500 ft. x 68 ft. x 37 ft. equipped with 9,600 H.P. Westinghouse geared Turbines for the U. S. Maritime Com. for account of the Keystone Tankship Corp. Hull No. 231, 232.
- 1 18,100 Dwt Tanker 521 ft. x 70 ft. x 40 ft. equipped with 7,500 H.P. Sun Doxford Diesel Engine for the Sun Oil Co. Hull No. 234.
- 1 15,500 Dwt. Tanker 500 ft. x 68 ft. x 37 ft. equipped with 9,000 H.P. geared Turbine for the Standard Oil Co. N.J. No. 217, 218.
- 2 18,100 Dwt. tons. Tankers for the Standard Oil Co. of Calif. 521 ft. x 70 ft. x 40 ft. equipped with 8,200 H.P. steam Turbines 15 1/2 knot. Hull No. 238 and 239.

L.E.O. Mr. G.R. Hoff May 1941."

65-1819

L.E.O. May 1941

The Sun Shipbuilding & Drydock Co. Chester, Pa. is building and has contracts for:

- 2 16,400 Dwt. ton Tankers for the Standard Oil Co. of N.J. 500 ft. x 68 ft. x 37 ft. equipped with steam Turbine drive 13 knot. Hull No. 235 and 237.
- 1 19,400 Dwt. ton Tanker for the Atlantic Refining Co. 521 ft. x 70 ft. x 40 ft. propelled by 5,000 H.P. General Electric Turbo Electric drive. 13 1/2 knot. Hull No. 236.
- 1 all welded Tanker, 450 ft. x 65 ft. x 37 ft. equipped with 5,000 H.P. General Electric Turbo Electric drive for the Atlantic Refining Co. Hull No. 230.
- 2 Tankers for the Gulf Oil Corp., 485 ft. x 68 ft. x 36 ft. equipped with 5,000 H.P. steam Turbines 14 1/2 knot. Hull No. 233 and 240.
- 3 Destroyer Tenders A D 17 to 19 for U. S. Navy.
- 3 Seaplane Tenders A F 11 to 13 for U. S. Navy.
- 8 9,500 Dwt. ton Type C-2SU Cargo ships for U. S. Maritime Com. 450 ft. x 63 ft. x 40 ft. 6 in. propelled 7,500 H.P. Sun Doxford Diesels, 16 1/2 knots, speed. Total cost \$2,277,000 each. Hull No. 199-206 inclusive.
- 4 9,080 Dwt ton Type C-3P combination Passenger and Cargo ships for the U. S. Maritime Commission for Moore McCormack Lines. 465 ft. x 69 ft. x 42 ft. 6 in. propelled by two geared 4,250 H.P. Sun Doxford Diesels, 16 1/2 knot speed. Total cost \$3,169,100 each. Keel laid on November 28, December 29, 1939 and January 19, and March 14, 1940. Hull No. 186 to 189 inclusive. Hull No. 186, "Rio Hudson," was launched on November 27, 1940. No. 187 "Rio Parana" was launched on December 18, 1940. No. 188 "Rio de la Plata" was launched on March 3, 1941. No. 189 "Rio de Janeiro" was launched on April 12, 1941.

In Bayonne, New Jersey a large number of tankers are loading. For the most part they are armed.

VEC:AOBS 5

65-1819

The steamer "Chagres" left the harbor on May 10, at 8 A.M., 5406 ton. A further steamer whose name I could not determine left the harbor on May 10, 1 P.M. Hull black. Superstructure gray. Armed.

L.E.O. Mr. G.R. Hof. May 1941.

The steamer "Stella Lykes" which was built by the Maritime Commission for the Bethlehem Steel Company in Mariners Harbor, Staten Island, was launched on May 10. 416 feet long. 12,875 ton. 14 Knots. Cost 2,000,000. Type C-1 steam turbines."

3 A catalogue, serial number 598, of the U. S. Coast and Geodetic Survey.

4 Five sea charts, as follows:

- (a) U.S. Sea Coast, Connecticut-New York, North Shore of Long Island Sound, Greenwich Point to New Rochelle, U. S. C. & G. S. No. 222.
- (b) Rhode Island-Connecticut-New York, Block Island Sound. U.S.C. & G.S. No. 1211.
- (c) Massachusetts-Rhode Island-Martha's Vineyard to Block Island, U.S.C. & G.S. No. 1210.
- (d) St. George River and Muscle Ridge Channel, Maine C. & G. S. No. 312.
- (e) A German map dated 1912, Number 447, of the South Coast of Nova Scotia. It is stamped in German, "PROPERTY OF NORTH GERMAN LLOYD, BREMEN."

VEC:AOBS

65-1819

May 13,
1941.

He will testify that he wrote out and with the assistance of Special Agent Ellsworth encoded the following messages which were turned over to Agent [REDACTED] for transmission to Germany. The messages, prior to encoding, read as follows:-

b7C

"
No. 260.

From Carr. Sperry Co. has acquired ground for a new plant of about one one null acres in New Hyde Park, Long Island. To be finished in November. It is in addition to other plant."

"

No. 261.

b7C

[REDACTED] says that serial deliveries on P three nine and P forty already begun. Delivery on P three eight unknown."

(S. 7341 - P. 15 and 17.)

762

65-1819

May 14,
1941.

He will testify that he wrote out and with the assistance of Agent Ellsworth coded the following message which was turned over to Agent [redacted] for transmission to Station AOR. This message read as follows:-

"

No. 262.

b7c

[redacted] says amount steel and rubber armor plates shipped unknown. Steel varies in thickness from one eighth to one quarter inch. Plates set in natural rubber at four five degree angle. Rubber joined to steel by compression or cement. Exterior is steel plate on one side and exposed rubber on other side."

(S. 7341 - P. 19).*

Further, that Agent [redacted] turned over to them five coded messages which he stated had been received from Station AOR, and which, when decoded and translated, read as follows:-

"

No. 136.

Cannot sending of reports be increased? We request all reports that could be of interest with respect to aviation. Reports are desired regarding Canadian Aviation, number and model of front line airplanes, how many, the number and location of the squadrons. Can you find out something about the aviation training plan now in progress in Canada; type, location and capacity of the individual schools, also their number."

"

No. 137.

Please change time of transmission to two PM PM. Same as twenty MEZ MEZ (Middle European Time) as conditions are better."

763

65-1819

No. 138.

For [REDACTED] Senders address on Gerhoff's Gerhoff's letter of April one seven is fictitious."

b7c

"
No. 139.

First. [REDACTED] Please identify reports from [REDACTED] by means of the code word. From [REDACTED] - From [REDACTED]. Second, retain the balance of two five naught dollars for later use. Continued. "

"
No. 140.

Continuation. Third. Always forward reports concerning departure of ship convoys to England England. Fourth. Search for new means of boat protection against Gross Ullrich. "

(S. 7341 - P. 20, 21
and 22.)

He will further testify that on the same day he received a letter from LEO WAALEN, addressed to himself as HARRY SAWYER, P.O. Box 67, Madison Square Station, postmarked New York, May 13th, which read as follows:

" See me Thursday at 8 P.M. Schw. Adler. L.E.O."

(Exhibit 1A31 -

65-1819

May 14, 1941.

WILLIAM SEBOLD will testify from his notes that at about 6 P.M. HEINZ STADE walked into his office, and he showed him Message No. 228 which had been sent to Germany on March 25th, in which he stated that HEINZ STADE had been recommended to him, and gave certain references and demanded the first name of his sister as a password, etc., and the reply from Germany, received on March 30, 1941, advising that he should not establish connection; that it was not entirely impossible that SIEGFRIED-TONI was being watched. He asked STADE if he was known in Germany under the name of SIEGFRIED. Stade said that his name is FRITZ; that he is SIEGFRIED.

He then spoke freely, apparently being satisfied that this message showed him that he, SEBOLD, had connections in Germany.

STADE stated that in May 1936 he was in Germany as a member of the German FAHNDUNGSABTEILUNG (The Searching Division of the GESTAPO). He was established in Bremen and in Hamburg. He stated that this outfit worked in connection with EICHENLAUB in New York, and was in charge of the incoming "Devisen" and Foreign Exchange matters, that is, his outfit was supposed to control incoming exchange subject to the German Exchange Laws. When someone in New York City wanted to take money out of the United States, EICHENLAUB secured this information some way or other, and "tipped off" the German Gestapo. Then if the tourist or seaman coming to Germany did not declare his financial status correctly, STADE'S outfit immediately took care of him. Stade stated he knows [REDACTED] and also [REDACTED] of the Hamburg Gestapo (both mentioned in the book, "OUT OF THE NIGHT").

b7c

STADE stated he returned to the United States in 1939 on the S.S. WASHINGTON. He stated that he has a friend who is an [REDACTED] the name of [REDACTED]. He said that [REDACTED] sails on a British ship, the SELA, to Cobh, Ireland. He showed him, SEBOLD, two letters of recommendation, one of which was addressed to the Irish Vice-Consul in the Chrysler Building, from the Minister of Lands in Ireland. This letter stated [REDACTED] qualifications and stated that he was a very good man to serve "the Cause". The other letter was much older in date, and was addressed to

65-1819

someone in Chicago. It appeared to be a service letter stating SEAN'S qualifications as a Maritime Engineer.

STADE then handed him a piece of paper containing information about boats and convoys, and the meeting place of convoys. This piece of paper reads:

"

Ships leaving Durban, S.A. for North America and the West Indies have been sailing from Durban to 36 degrees south and 20 degrees east. From there, unescorted, freighters proceed in a direct route to 28 degrees west and 0 degrees on British Admiralty orders. From the Equator the ships pick their own course for whatever American ports they may be headed for. Merchant men on this route from S. Africa do not zigzag."

In addition to this, which is written in some unknown person's handwriting, STADE dictated the following which he, SEBOLD, wrote on the reverse side of the above note:

"

They (tankers) bring Magnesium from Mexico and Houston, Texas. Meet in Bermuda under Wenig. convoy only one small boat from here to 20 degrees and 50° Meridian. from here to England escorted by strong convoys. Also concentration point from Canada."

(Exhibit 1A188 -

STADE could not remember the exact degrees given as the meeting point of the ships and he said he would telephone them to him the following day between 6 and 7 P.M. STADE said that he took a trip to Wisconsin to a town named Sheboygan. He stated that they are building U.S. submarines there, and that the whole population is 100% for HITLER.

b7C
He then asked STADE about P. BANTE. Stade stated that the man wants to see him, SEBOLD, and he gave him BANTE'S telephone number as "SC 4-9278". He wrote this number on one of his, SEBOLD'S, business cards. He said that in calling this number he should let the telephone ring about six or seven times and when answered should ask for HERR BANTE. Stade then gave him the name of another Gestapo Agent - [REDACTED] who works as [REDACTED] DOCTORS HOSPITAL of New York City, and lives [REDACTED] [REDACTED] He wrote out the address on another one of his, SEBOLD'S, business cards. He said that he would be able to give him the complete address at a later date.

65-1819

STADE then again talked about his experiences with the BOMB SQUAD in New York, stating that he had received three broken ribs and that a Jewish detective "banged him over the head with a typewriter"; that then "four detectives hung him out of the window for a while", however, he did not go into more details as to his knowledge of the bombing at the World's Fair.

He advised that he had a date with a friend of his who is a radio man and who wanted him, SEBOLD, to meet him at 7:30 P.M. in the CROSSROADS TAVERN on Times Square. He told Stade that he would be there. Stade left the office at about 7 P.M.

SEBOLD will further testify that on the same evening he proceeded to the CROSSROADS TAVERN, arriving about 7:30 P.M. and there found STADE standing at the Bar having a glass of beer. He joined Stade. Stade's friend, a man named [REDACTED], did not show up right away and Stade went around the corner in the restaurant and telephoned [REDACTED] residence. He came back, and said that [REDACTED] had left his place about twenty minutes ago and should be there any minute.

Shortly thereafter a man about 38 years of age; 5'6" tall with blue eyes, fair complexion, with a high forehead, well dressed and smoking a pipe, walked up to him. Stade introduced him [REDACTED]. At this time it was about 7:55 P.M. and he told both men to come up to his office at about 8:10 P.M. He then left for the office and at about 8:05 P.M. STADE and [REDACTED] came to his office. He asked [REDACTED] about his background. He stated he was born in [REDACTED] that he is married and works [REDACTED]

b7C

[REDACTED] and that he used to be the [REDACTED] German flying club, located on Long Island. He stated that he knows a lot of people, and he, SEBOLD, asked him if he knew the following:

FRED KREUTZENSTEIN, whom he did not know.
CAPTAIN BEIER, whom he knew and said had left to go back to Germany.

CAPTAIN JOHN, whom he stated he knew as being from the LUFTHANSA.

HANS RITTER, who he said used to visit the flying club once in a while. He said that RITTER went to Japan and was stopped four times.

He further stated that one [REDACTED] at the German Embassy in Washington, comes to visit him once in a while. He also named a man by the name of [REDACTED] and who lives in New York City. He then asked him if he knew whether any of these men were working in the spy activity. He said he did not know anything about this. He said the flying club was suspected of such activities, and that he himself was called in and

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questioned by the F.B.I. He said he explained everything to the F.B.I. and that the man laughed about the whole matter and sent him home. He then asked [REDACTED] if he ever did anything of a spy nature or giving information in behalf of Germany. He said he did not. He then told [REDACTED] the nature of his business, and instructed him in the consequences of such activities. He told him that if he engaged in spy activities and was caught he might get twenty years or so, and then blame him, SEBOLD. He told him that if he wanted to work in this kind of work it was entirely up to himself and he would have to make up his own mind. [REDACTED] stated he was willing to work as a radio operator; that he has a 1,000 watt radio outfit as well as a recorder; that he can send at about twenty two words a minute. However, he said he would need some practice to get the "feel of the key" again.

b7C
They then talked generally about radios, and [REDACTED] wanted to meet his, SEBOLD'S, operator, however, he discouraged this idea and [REDACTED] agreed that it was bad to have him known to everyone.

[REDACTED] then wrote down his name and address as follows:

[REDACTED]
[REDACTED]
Rhinelander 4-1307.

(Exhibit 1A171 -

[REDACTED] then asked him to let him know what he was going to do with him.

Shortly thereafter he left the office with STADE.

65-1819

May 15,
1941.

He will testify that he wrote out and with
the assistance of Agent Ellsworth encoded the following
messages which were turned over to Agent [redacted] for
transmission to Germany.

b7C"

No. 263.

First. Please send a code for communication
with [redacted]. Also his mail address. I
cannot send him your messages one three eight and
nine as I do not know his code. Second. Schedule
is agreeable. From now on I shall not transmit any
more on Sundays as there are too many amateurs here
listening, and as I also have personal problems."

"

No. 264.

Leo has gotten me several large charts of the
St. Lawrence River, etc. How shall I send them. He
will try to get more sea charts."

(S. 7610 ~ P. 5 and 6).

Further, that on the same day at about 6 P.M. at
his office he received a telephone call from STADE who
gave him the degree which he did not have the night before
as 53, stating that it applied to [redacted] ship information.

b7C
He also requested that he, SEBOLD, be in his
office the next day between 6 and 7 P.M. as he wanted to
see him.

769

65-1819

May 15,
1941.

WILLIAM SEBOLD will testify that, from his notes, at about 8 P.M. he went to the restaurant, ZUM SCHWARZEN ADLER, where he met LEO WAALEN. Leo asked him to go with him to the LITTLE CASINO on 85th Street as EICHENLAUB wanted to see him. They proceeded to EICHENLAUB'S place and at about 8:20 P.M. took a table in a side room, facing the street windows which were covered with Venetian blinds.

After a few minutes a man about 36 years of age, 5'7" tall, heavy set, with a strong face, and blue-gray eyes, walked up to the table and introduced himself as EICHENLAUB. He then walked over to the window and closed the blinds. From time to time he peeked through the blinds to see if anyone was watching. Eichenlaub asked him if he had seen STADE recently. He told him that he had seen him the day before. He then started talking about Stade and said he had known Stade about ten years; that he is a good man as a spy but is inclined to drinking and to talking too much. He said that this characteristic got him into trouble with the New York Bomb Squad in the World's Fair Bombing. He said that the "guy" was lazy and doesn't like to work and that he, EICHENLAUB, used to feed and lodge him for weeks without any pay. He stated that STADE was trained, and is well known, in Germany; that he used to be in the German Devisen Squad. Eichenlaub asked if he knows [REDACTED]. He told Eichenlaub that he had heard about him through Stade. Eichenlaub stated that [REDACTED] is a good man; that he used to turn in a lot of reports on ships which were very accurate. He stated that he was the one who picked [REDACTED] up for this purpose; that [REDACTED] came to his Bar, and then he "felt him out." He said the man is a ship's engineer and knows all the Captains. He hires himself out sometimes for short periods and sometimes for a whole trip in order to get ship information. Eichenlaub stated he mails this information to Germany under the name [REDACTED] which is the name he has assigned to [REDACTED] and under which he is known to Germany. He stated that lately they have not been able to send any more reports, and that was why he wanted radio connections through him, SEBOLD. He said that [REDACTED] has a great hate for the English because the English "hung his father".

b7C

65-1819

He, SEBOLD, invited EICHENLAUB to come to his office the next night because STADE was coming up, and he would then be able to give Stade the talking to which he wanted to give him about his loose way of talking and drinking. Eichenlaub took down his name and address and said he might show up between 6 and 7 P.M.

WAALEN handed him, Sebold, a piece of paper on which is written:

"
Am.
McKeesport 5/12/41
10,000 Tons.

Pan
Calobre
7,000 - 8,000 tons.

8 A.M. Early Saturday convoy"

(Exhibit 1A31 -

WAALEN stated he wanted to see him the following Monday at the same time. He spoke about needing a pair of binoculars in order to observe ships in the New York Harbor. EICHENLAUB said that DR. IGNAZ GRIEBL had died in the Dutch Campaign in the German Army.

He, SEBOLD, left EICHENLAUB'S place at about 10:15 P.M. and WAALEN stayed with EICHENLAUB.

65-1219

May 16,
1941.

He will testify that he wrote out, and with the assistance of Special Agent Ellsworth encoded the following messages which were turned over to Agent [REDACTED] for transmission to Station AOR. These messages read as follows:

b7C

"
No. 265.

b7C
From Dunn. USA established an air base in Liberia for an attempt to attack Dakar.
Dunn will send map from [REDACTED]

"
No. 266.

Dunn says British issue visas to American citizens to visit colonies. When they reach colonies they receive new red passports and instructions about forbidden areas. When leaving colonies they get back American passports. There is great discontent among negroes on islands where Americans are putting bases."

"
No. 267.

Leo wants a powerful field glass to use in observing ships in NY harbor. Shall I give him money for this purpose."

"
No. 268.

I have not been able to find out anything here about an American armed convoy that is sailing for England. Friends here also know nothing about it."

(S. 7610 - P.5, 7 and 8.)

772

65-1819

May 16,
1941.

SEBOLD will testify from his notes that at about 6:30 P.M. STADE came into his office, and he handed him a copy of Messages 130, 132, 136 and 140, which were received from Station AOR, in Germany, setting out information requested by them regarding ships which sail for Switzerland, requesting the procurement of sea charts, requesting information concerning airplane manufacture, and to airplane production and training program in Canada as well as information concerning convoys to England. STADE made a copy of the pertinent information and handed back the original to him.

(Exhibit 1A188 -

STADE then stated that he knows some more Irishmen who belong to the Irish Army and would be good workers in the German Cause. He named one [REDACTED]

[REDACTED] the S.S. PANAMIAN and [REDACTED]
[REDACTED] However, he did not know [REDACTED]
location. He said both men are sailing between the West Coast and the Far East.

b7C

They then talked for a while about [REDACTED] Stade said this man was all right and he, Sebold, said that in case he accepts this new man he would have to make a lot of preparation in setting up a new radio station. They then talked about Germany, particularly Bremen and Hamburg. Stade said that in Bremen there is a pensionate which is similar to the KLOPSTOCK STRASSE PENSION, which he described to Stade. Stade said the one in Bremen was run by one [REDACTED] Stade also gave him the name of the street on which this pension is located but he could not remember it. In the meantime, Stade wanted to leave but he suggested that he wait for Eichenlaub to show up as he had promised the day before to come up. He then told Stade about having been to see Eichenlaub the day before and particularly referred to the fact that Eichenlaub said that he and Stade had sent ship information to Germany in the past. He also spoke about the [REDACTED] and he, Sebold, told him that he would like to have him, [REDACTED] come up the following Monday between 6 and 7 P.M.

At about 7:50 P.M. STADE telephone Eichenlaub and told him that he was coming up to his place in about thirty minutes.

773

65-1819

He then spoke over the telephone to EICHENLAUB and asked him why he did not keep his appointment. Eichenlaub excused himself, saying that he was sick. STADE then left, and a few minutes later he followed him up to Eichenlaub's restaurant, THE LITTLE CASINO. He took a seat in the third booth from the bar in the rear of the place. After a while Stade joined him there.

He, SEBOLD, produced German Message No. 131, dated April 30th, which stated that he should not make any connections yet with Stade or HEANEY; that SIEGFRIED-FOOT might be under observation. He asked Stade who Toni is, as Stade had previously said he was Siegfried. He now said that Toni was the Chief of the Military Intelligence and his name is HAUPTMANN ALBERTI. He said he had met Alberti in Italy when Alberti was coming back from the United States, about two years ago. He said that Alberti is about 65 years old, very energetic, and an "Old Warrior".

By this time EICHENLAUB joined them. Stade then said that [REDACTED] had also been in the United States of America and left in 1939 on the S.S. BREMEN. Eichenlaub then gave Stade a talking to, with reference to his drinking and said that he should get busy early in the morning and gather some information for Germany. He told him to tell [REDACTED] the same thing: that he should get as much out of [REDACTED] as he could while the man was still here.

b7c
Then both Eichenlaub and Stade began bragging about the kind of wonderful work they had done for Germany and about all the information on boats; the number of which ran into hundreds, which they had furnished to Germany. They also bragged about the money which the Germans had taken out of the Jews, with EICHENLAUB'S help.

He, SEBOLD, then asked EICHENLAUB how this was done. He said that he is very well known in Yorkville and he named two lawyers with whom he used to "run around", their names as he, Sebold, recalls [REDACTED]. Eichenlaub said he used to chum around with these men and the lawyers would make some remark about some other Jew, naming him, who was coming out of Germany with so many thousands dollars and marks, and Eichenlaub would notify the Port Authorities in Hamburg and then the Gestapo would take the money away from the Jews. He said that in this way they recovered millions in marks and dollars.

He then handed Eichenlaub the list of messages which he had shown Stade, mentioned above. Eichenlaub kept the list of messages and said that he would do what he could to find out the information requested. He said he had a list of customers who worked in the armament industry, and it would be easy for him to find out information through them in a discreet way.

He then continued to brag about his many experiences. EICHENLAUB then left and went to another table.

He, SEBOLD, then asked STADE how he ever got mixed up in the World's Fair bombing. Stade said nothing for a moment, and then wrote on a paper napkin,

[REDACTED]
and in German,

b7C
"Son of a contractor named [REDACTED] from Duesseldorf".

(Exhibit 1A188-8)

He said he and [REDACTED] used to work together in the World's Fair, and that Johanning was for HITLER 100%; that he also had given Stade ship's information at one time. However, at the time when the bombing took place [REDACTED] turned Stade in to the police in order to secure the \$25,000 reward. He said, however, that the police were not able to connect him in any way with the bombing and so he went free.

He then asked Stade who he thought did the bombing and Stade said the Irish Insurgents did it. He said, in the near future, he would show him some letters which he has which refer to the bombers. He stated he does not keep the letters in his home.

STADE stated he used to be an engineer in the German Army during the last World War and that he had had a wide experience with bomb devices. He stated that he is very good and that he personally is willing to do anything in this line. He said that the U. S. Army is shipping ammunition from the Bay, which is near Staten Island. He said they picked that spot in case of an explosion; that there is a whole gang of Irishmen working there, and these men would blow up anything for about \$500. He said he had reported this to Germany and they had answered him by telling him that he should bring forth more proof for his statement. By this time EICHENLAUB came back to the table again, and they started talking about Germany.

b7C
STADE said there is a similar hangout for spies like the ones in Hamburg and Bremen which is operated by a man by the name of [REDACTED]. He asked Stade for a description of Stahme and Stade gave him a description which was somewhat similar to that of HUGO SEBOLD.

65-1819

EICHENLAUB stated a friend of his had offered him a job in the Defense industry for about \$1.50 an hour but in his business as a restaurant owner he was not able to afford to leave his place at any hour as he could do better by remaining behind the scenes.

Both STADE and EICHENLAUB asked him, SEBOLD, for a complete list of messages from Germany which requested certain types of technical information as they wanted to try to get that information.

He then told Stade not to miss the Monday night appointment with him, and to bring [redacted] with him. *b7c*

He, SEBOLD, left at about 9 P.M.

776

65-1819

May 17,
1941.

SEBOLD will testify that he received a letter from DUQUESNE, addressed to himself as HARRY SAWYER, P.O. Box 67, Madison Square Station, New York City, postmarked New York, May 16, 1941. The letter reads:

" Maria Rothar, 1508 York Ave., Apt. 3, lived with another lady at that address, had daughter who went to Germany. Hamburg family. Moved one year ago. Left no address. Further information later on."

(S. 1A3 -

65-1819

May 19,
1941.

He will testify that Agent [redacted] turned over three coded messages to Agent Ellsworth and himself, which they decoded and translated, and which read as follows:-

" No. 141.

For Dunn. Do not direct letters any more by way of [redacted] as conditions there are not clear and mail can be lost. For Carr. Are you prepared on May two two or May two nine at -- continued. "

"

No. 142.

b7C

Continued. one nine two naught 0'Clock summertime (7-8 PM daylight time) to turn over your material to [redacted] in the restaurant Miyako, Miyako, two naught west five six street, New York, New York, with the inscription Quote Sato from Staemer unquote. Further meetings can be agreed upon. This way is possible for you all, and is safe."

" No. 143.

Administrative message. Due to the currently very changeable conditions, until further notice, traffic schedule is at ten thirty, ten thirty AM; twelve and three, twelve and three PM. Greetings."

(S.7610 - P.3 and 4.)

He wrote out, and they encoded two messages which were turned over to Agent [redacted] for transmission to Germany. These messages were:-

65-1819

"No. 269.

[redacted] says Fairchild, Jamaica, Long Island, manufacturing cameras and other optical instruments. They employ upward of five hundred workers and have a monthly output of approximately one hundred cameras."

b7C

"No. 270.

[redacted] says Grumman, Bethpage, L.I. Five hundred Sky Rockets have been ordered by the Navy. The Grumman Fighters F Four, F Three are known as midwing monoplanes with possible speed in excess of four hundred miles per hour. Sweden ordered approximately seven five planes from Republic Aircraft, Farmingdale, of which perhaps two five have gone to England."

(S.7610 - P. 10 and 11.)

He will testify from his notes that at about 6:15 P.M. he left the elevators on the sixth floor of 152 West 42nd Street, New York City, and walked into HETNZ STADE who was on his way out. They returned to his office together, and Stade showed him a note he had written on his memorandum pad, in which he stated that he would be back again. He stated he had walked into the office while the cleaning woman was there. Stade asked him if he had anything about [redacted] the man from Duesseldorf, the man who had informed on him in the World's Fair Bombing. He told STADE that he had the information all right. Stade asked if everything was O.K. on the other side and he told him that it was. He asked Stade if he had brought the letters along, as he had promised the last time, that is, the ones dealing with the World's Fair bombing. Stade said that he would bring them along the next time that he visited him; that he does not keep these letters in his home. Stade then told him that the [redacted]

b7C

[redacted] that he had sent information across under the name of [redacted]

He said [redacted] would be up to see him in a few minutes. Stade said he wanted to know the whereabouts of a German Captain by the name of [redacted] who is the individual who delivered the rifles in 1916 to the Irish Insurgent Army. He said that there is a German First Mate on the S.S. COLQUIN, whose first name is [redacted] that also knows something about the spy business.

b7C

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He did not appear to know any details about this man, [REDACTED]

STADE said he had no more time, and left. He wrote some notes in his, Sebold's, office which he picked up and saved.

(Exhibit 1A188 -

SEBOLD will further testify that (from his notes) shortly after STADE left or about 6:30 P.M. a man walked into his office and introduced himself as [REDACTED] He asked [REDACTED] if the information which he had received from STADE, namely, that concerning the bearings giving the locations of the meeting places of convoys in the Atlantic zone came from him. He said it had, and asked him if he had gotten the correction in the bearing, namely 53 degrees instead of 50 degrees. He told him that he had. He asked [REDACTED] if he had ever given other information before and [REDACTED] said that he had given dozens of names to STADE and EICHENLAUB, which these two men had mailed to an address in Milan, Italy. He then asked him if he had ever received any money for these services, and [REDACTED] said that he had never gotten a penny. He then asked him about CAPTAIN SPINDLER and [REDACTED] Spindler was the man who delivered the rifles from Germany to the Irish Insurgents Army in 1916 and that the present Irish Army, which is against DE VALERA, wants to locate Captain Spindler again. He said they also want to know the address of [REDACTED] who is supposed to be in Hamburg.

b7C
He then asked [REDACTED] about [REDACTED] [REDACTED] He said that he was O.K. However, he did not know [REDACTED] He said that he knows another radio operator, however, named [REDACTED] who lives [REDACTED] He said that he was not certain about this man, [REDACTED] although [REDACTED] used to give him some hints once in a while about a code.

He said there is a restaurant on Front Street under the name of KATINKA and that the first name of the [REDACTED] who came from some town in Germany from which EICHENLAUB also came and that he has been in contact with him, [REDACTED] STADE and EICHENLAUB. He did not say what the nature of the contact was.

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[redacted] then asked him what he was supposed to do from then on, and also about his expenses. He told [redacted] that he was not his boss, and that it was entirely up to himself what he did. He told him he could not pay him any money, however, without consent from the other side, especially since the other side did not even know about his existence.

He then told [redacted] that if he was going to do any kind of work he should furnish a list of names of people who are willing to perform acts of sabotage. He then gave him his mail box number, No. 67, Madison Square Station.

b7C
They talked about bombings in England before the war and about political conditions in Ireland. [redacted] said he is not happy in America; that the living here is synthetic. He said he has his first papers but cannot find any work ashore. He said he had been before the Draft Board and had been accepted as A-1 but that he did not want to go into the army. [redacted]

[redacted] then asked him to let him know in the near future what he wanted to do with him.

He left at about 7:35 P.M.

While he was talking with [redacted] the telephone rang and EICHENLAUB stated over the phone that BANTE was in his place, and wanted to see him. He told him to have Bante wait, and he would come up as soon as possible. While [redacted] was in the office he made some notes for him on a piece of stenographer's note book paper, namely, the information about SPINDLER [redacted]

(Exhibits 1A170 -

He will further testify from his notes that at about 7:40 P.M. LEO WAALEN entered his office, and handed him some material to be sent to Germany. He handed back to Waalen the three pages taken from the MARINE NEWS setting out a report of the MARITIME COMMISSION on vessels under construction, etc. as WAALEN had asked for the return of these.

WAALEN then spoke about FEHSE and said that Fehse was making canvas for the U.S. NAVY in the prison at Atlanta. He said that there is a picture of Hitler on the prison wall so that everybody can look at him once in a while - this he said was according to the newspaper reports.

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WAALEN said BROKHOFF received a letter, addressed to FEHSE from Fehse's wife in Hamburg and indicated that she does not know what has happened to him. He suggested to Waalen that Brokhoff forward the letter to the prison. Waalen said that he would return the following Tuesday to see him, and left.

The items turned over by WAALEN were as follows:-

"

1. A slip of paper in German bearing the writing:-

"Pan D. Chepo Saturday 8:30 a.m. Copper from S. Am.
on to England."

2. A sea chart of the Florida coast, covering Alligator Reef to Sombrero Key, U.S.C. and G.S. #1250.

3. A typewritten report in German, which, translated, reads:

: L.E.O.

Middle of May Mr. G. R. Hoff

Left from New Orleans May 14: American ship SYROS to Capetown. American steamer EXHIBITOR left New York on May 17 to India. Was supposed to sail on the 15th but departure was delayed because of strike. Supposed to arrive in Bombay June 14, Karachi June 17, Colombo June 26. Accordingly she will arrive two days late. American steamer EXMONTH likewise held up by strike. Both American Export Lines. The crew demanded insurance in the amount of \$10,000 for each man as well as \$50. for running all harbors in the Persian Gulf and the Red Sea. They agreed upon \$5,000 insurance and \$35. for each harbor per man. For the harbors in the Suez Canal, \$50 for each man. Dates of arrivals in these harbors are difficult to obtain.

American Steamer CITY OF NEW YORK left New York on May 20 for Capetown and Beira. Other harbors not given.

U.S. Navy has given contracts to the Los Angeles Shipbuilding & Dry Dock Corp., San Pedro, California, for 3 seaplane tenders. Estimated cost \$13,250,000. for each boat.

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At the Tampa Shipbuilding Co. Inc., Tampa, Florida 3 destroyer tenders have been given in contract, each costing \$13,419,000. These contracts were already given to the Sun Shipbuilding & Dry Dock Co. but were withdrawn.

According to report of the U.S. Navy, from April 1 to May 1, contracts were given for 171 small ships, that is for 44 seagoing mine searchers, 50 coast-wise mine searchers, 10 fleet tenders and 67 submarine destroyers. Negotiations are still under way over the construction of 6 larger mine searchers. Further according to the report since April 1 the keels have been laid for one submarine, one submarine destroyer and for two motor torpedo boats. During the same time two coast-wise mine searchers were launched and the NORTH CAROLINA was placed in service.

Construction has been started in the Philadelphia Navy Yard on the construction of the second of the large docks for large battleships (ground work and foundations). The first of these which was begun a year ago is half ready. Both are on the water of the Delaware River. Estimated cost of each is \$10,000,000.

The Canadian Government has given contracts for 96 freighters each of 10,000 tons (\$175,000,000.) The ships are supposed to be built in 5 shipyards on the Pacific Coast. Delivery should follow before the running of the year 1943.

The slips which were built in New Orleans for construction of the 200 ships are according to reports from Washington still far behind schedule. It will hardly be possible to lay the first keel before August.

The U.S. Coast Guard opened bids on May 20 for construction and equipping of 6 180-foot Coast Guard cutters. (Invitation CR 2001). The Maritime Commission is going to charter the freighters SILETZ, WEST CELINE and WEST CELEON. For each of the 3 ships \$23,000 a month was asked from the Wessel Duval & Co., N.Y. City, from the Grace Line \$17,500 a month for each ship. They are supposed to sail from the North Atlantic and Panama harbors to the west coast of South America.

The U.S. Army will take over the U.S. liner MANHATTAN as an army transport ship after completion of repair work which is being done by the Robins Shipyard in Brooklyn. This ship after remodelling will be able to carry 2,000 men.

(Signed) L.E.O. "

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He will further testify from his notes that on the same evening at about 8:30 P.M. he arrived at EICHENLAUB'S restaurant, THE LITTLE CASINO, and found Eichenlaub behind the bar. Eichenlaub motioned him to take the last booth on the bar side. There he sat down and a little later EICHENLAUB came over, and said that BANTE was at the bar and he would send him over in a minute. A little later a man came over to him. He was about 45 - 50 years of age, 5'7" tall, stocky build, brown eyes, wore glasses, clean shaven and had thin dark hair. He introduced himself as BANTE of the GESTAPO. He said that he had heard so much about him, SEBOLD, that he wanted to meet him in person just in case he ever needed him for something.

RANTE then started talking about his background. He said that he was formerly a Stahlhelm leader; that he was a member of the National Artillery and also a member of the German American Bund. He stated that he knows [REDACTED] well. He said he also used to know GRIEEL and that Griebl was his wife's doctor, and that later on, in the Griebl case, BANTE arranged bail for one BOENNING (phonetic). He said in view of these activities Germany took notice of him, and that he then contacted FEHSE, when Fehse came to America.

b7C
He said that he also knew SCHUH in Newark; that [REDACTED] was going to Germany in the near future and her husband was going to see him, SEBOLD, in the next few days regarding this trip. He said that SCHUH took out a permit under the pretense of going to Germany to secure an inheritance. Bante said that [REDACTED] wanted to know if she could do anything for him, SEBOLD, and his business while she was in Germany. Sebold said that she could not; that he has daily contact with Germany.

BANTE said that OTTOMAR ISCHIEDRICH is the Gestapo boss in Hamburg and that he is the man to whom SCHUH and BANTE report. Bante said that he is also a member of the LINDBERGH PARTY; that his outfit used to put on big celebrations in the German American Bund with brass bands, flags and all the other paraphernalia. He said that they would invite men like Congressman DICKSTEIN to these demonstrations in order to try to prove to them that the German American Bund was loyal American. He said that they put on these demonstrations in view of Dickstein's charges that the Germans are all Nazis and trouble makers.

He then asked BANTE regarding his services to the Gestapo, that is, whether he ever did any spying. Bante said that his job was only to create internal discontent and to foment trouble among the workers. He said that every strike helps Germany. He said that he came up from the Argentine years ago to Virginia and that the South Americans are just waiting for Germany to win this war in order to break loose from all of the British long term contracts, and referred to such contracts as

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those held by the South American Railways Concession which contract was for one hundred years.

BANTE said that the only "spy" information that he had given was the report that mechanics had gone to Virginia to work on the German airplane brought over from England.

He then talked about the "dollar mad" Americans. He said that some day he is going to get some gas pipes, put caps on both ends and drill a hole in them, into which he will insert a fuse. He said that he had a lot of dynamite sticks put away and if the Germans are going to lose the war he is going to blow up some nice bunch of people like DICKSTEIN'S group and others that he does not like. He said that he also will blow up himself if Germany loses the war as he would not have any desire to live after that. He, SEBOLD, told him to use his head a little bit and to hand him the dynamite as he could do more good with it than BANTE ever dreamed of. Bante said O.K.; that that would take a load off of his mind. He told him to pack the dynamite in a strong container and to take good care of the fuse caps and to leave the package with Eichenlaub. He said that someone from Eichenlaub's could then call him, and he would then come and take it to his office.

He also suggested to Bante that he come to his office but Bante did not want to go there, and suggested Eichenlaub's place.

Bante raved about the Hess flight to Scotland and about the marvelous piece of diplomacy. He said that this was a good way of pulling the Englishmen's noses and to keep them confused. He said, in the meantime, HITLER would prepare another coup.

Bante then asked him about his office; whether it was safe to go there. He told him that it had a good location, that is, that it was a busy place, etc., that it was perfectly safe. Bante said that he would drop around from time to time and see him. He said CLAUSING had told him that his office was not so good because if you came in on Saturday you had to sign your name in the lobby. He told him that that was the general proceeding in every New York office building on holidays and doesn't mean a thing; that he can sign any name he wished.

BANTE said that at that time he was working on an invention for frosting bottles, and that he had applied at the U.S. Patent Office for a patent.

As they separated at about 10:30 P.M. Bante said that if ever he, Sebold, or he, himself, were questioned about their business relations he, Bante, should be referred to as an inventor.

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May 20,
1941.

b7C

SEBOLD will testify that with Agent Ellsworth he wrote out and they encoded messages No. 271 and 272 which were turned over to Agent [redacted] for transmission to Germany. These read as follows:

"
No. 271.

Your message one three six. Due to recent developments, friends here are very careful and reports are hard to get. Your message one four naught. I do not understand the meaning of the last sentence."

"
No. 272.

I find nothing here about new baby incendiary bombs. Dunn says he sent you one sometime ago by way of China and that it is similar to the one from DuPont which he sent you recently through me. It is filled with termite (thermite) and phosphorus."

(S. 7610 - P. 15 and 16.)

He will further testify from his notes that at about 7:20 P.M. ROEDER entered his office, excusing himself for being late. He showed Roeder Message No. 141 received May 18th which was for CARE and wanted to know if he was prepared to meet [redacted]-etc., and he told Roeder that this contact was only to be used for handling bulky materials, and that he, Roeder, was the man to go there because he had seen [redacted] once before. At the same time he told Roeder he should be able to "break the ice" for him, and told him that he would not have to go there any more, and Roeder appeared to be relieved at this information. He agreed to go but said he would not give [redacted] anything. He said that he was not sure he would be in New York on May 29th as he was taking a trip to Dayton, Ohio to participate in some experiments for his firm. Therefore he would see him in his office on the evening of May 22 and they would go from there to see [redacted] together.

b7C

65-1819

May 22,
1941.

He will testify from his notes that with Agent Ellsworth, at the radio station, he wrote out and they encoded four messages which were turned over to Agent [REDACTED] for transmission to Germany. These messages read as follows:

"

No. 273.

b7c

Carr will see [REDACTED] this evening between one nine and two naught o'clock daylight saving time. Have you further instructions questionmark."

"

No. 274.

From Siegfried and [REDACTED] Ships leaving Durban SA for North America and West Indies have been sailing from Durban to Thirty Six degrees south and twenty east. From there, unescorted freighters proceed in a direct route to twenty eight degrees west and zero degrees on British Admiralty order. From the Equator, the ships pick their own course for whatever American ports they may be headed for. Continued. "

"

No. 275.

Merchant men on this route from South Africa do not zig zag. Tankers bring Magnesium from Mexico and Houston, Texas. They meet in Bermuda under small convoy of only one small boat. From here they go to twenty degrees and five three degrees. From here to England escorted by strong convoys. This is also concentration point from Canada."

"

No. 276

From Leo. American ship McKeesport, ten thousand ton, left May one two. Panama ship Calobre, seven to eight thousand ton, left May one seven. Convoy."

(S. 7610 - P.23 and 24.)

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He will testify that upon returning to his office he received a telephone call from ROEDER at about 6:40 P.M. in which Roeder asked him to meet him at about 7:15 P.M. on the northeast corner of Fifth Avenue and 56th Street.

He proceeded to this location and waited until about 7:20 P.M. when ROEDER walked up to him. They then proceeded together to 20 East 56th Street and went into the MIYAKO RESTAURANT. They went into the bar, which is located in the basement, and each had a bottle of beer. Then he asked the bar keeper for [REDACTED]. The bar keeper did not know anyone by that name and referred him to the manager, who was standing at the other end of the bar, talking to a couple of white men. He then left his place at the bar, and went over to the manager, whom he found to be an elderly Japanese about 60 years of age, who spoke broken English. He asked for [REDACTED] and the Jap smiled and said he did not know anyone by that name. He wanted to know for what company this man worked, and for what company he worked. He, SEBOLD, said that he worked for no company and that his name was STAEMER and that he had an appointment with [REDACTED]. He asked the manager to go upstairs and try to find [REDACTED]. The manager went upstairs and a few minutes later he returned with the Japanese individual who introduced himself as [REDACTED]. He, SEBOLD, said his name was STAEMER and the Jap smiled and went with him to the bar where they had some more beer.

b7C
He then showed [REDACTED] one of his business cards, on the back of which he had written, "from Staemer". [REDACTED] then said that that was all right but that this place was a little crowded; that he knew a place downtown where they could talk in private. [REDACTED] Roeder, and himself then went outside and [REDACTED] called a taxicab and they proceeded downtown together. While they were riding they all complained about the heat, etc.

The taxi stopped at East 19th Street in front of a brownstone walk-up which bore the number "41". This appeared to him to be a better type of eating place for Japanese.

[REDACTED] pushed the doorbell once and a Japanese girl appeared. She was about 25 to 30 years of age, and spoke fluent English, with a New York accent. [REDACTED] asked if he could go upstairs and she said there was a free room. The three men then walked upstairs and entered a large room which was furnished about half American and half Oriental and which had wooden window gratings.

65-1819

[REDACTED] invited ROEDER and himself to have something to eat. They all sat down at a large table, and the girl appeared, bringing in a gas hose which she connected to a cooker, which sat on the table. She then proceeded to prepare a Japanese dish. [REDACTED] did not talk any kind of business while she was around which led him, SEBOLD, to believe that the girl did not know the nature of his activities. [REDACTED] spoke about matters in general, principally about the Japanese customs of eating and drinking. When the girl left, [REDACTED] said that [REDACTED] Roeder said he likewise was an engineer and produced his credential card from the SPERRY GYROSCOPE COMPANY. At this time a Japanese woman who was about 50 or 60 years of age, very small and thin, and the girl entered the room. The Japanese woman did not speak much but mostly bowed and smiled "all over the place." From then on they did nothing but eat and drink beer for thirty minutes.

b7C

When they were finished and the dishes taken away he, SEBOLD, said that in the future he would like to make connections with him and gave him his business card on which he crossed out his true name and wrote the name HARRY SAWYER. He told [REDACTED] to phone him at this telephone number, between 6 and 7 P.M. in case he wanted to see him. [REDACTED] said that that was all right and that he would give him a test call the next day, which he did not do. [REDACTED] then gave him his telephone number, ASHLAND 4-2030 and said that he, SEBOLD, should call him under the name of [REDACTED]

From the nature of the conversation he gathered that this was not a private phone for [REDACTED] that he would be known among several employees at this number by the name of [REDACTED] which might, therefore, be considered as his true name. [REDACTED] said that he wanted to see him in the future at his place, [REDACTED]. However, he, SEBOLD, said he did not want to be seen in Japanese restaurants as he might arouse suspicion and he suggested that [REDACTED] should come to his office. He described the building, location, the office itself on the sixth floor, pointing out that there was a chiropractor opposite his door; that if he thought he was being followed he could go into the chiropractor's office.

[REDACTED] agreed to meet him at his office thereafter.

He had brought certain material along with him, which he placed in the inside of a DIESEL MAGAZINE which he had folded together and bound with rubber bands. He handed the magazine to [REDACTED] and was about to show him what the items were but [REDACTED] took the magazine and placed it in a brown leather brief case he was carrying. Occasionally, [REDACTED] would speak to Roeder. He asked Roeder if he ever met a Japanese before and Roeder said he had, at the NIPPON CLUB. He said he went there and saw a man [REDACTED] The Japanese then said that his name [REDACTED]

65-1819

[redacted] said the materials would take about one month to reach Germany.

b7c
ROEDER and he left the place at about 9:45 P.M.

[redacted] 5'7" tall, with reddish brown face, brown eyes, wearing a gray suit, no hat, and spoke with a broken accent.

The material turned over to him was as follows:

- "1. 14 microphotographs.
 - a. Fink 18. List of yachts sold to U.S. Government and other countries. 2 pages.
 - b. Fink 19. Report on bids for U.S. Coast Guard Cutters, etc.
 - c. Fink 21. Report beginning "Ship Cocle, Hull painted black, etc."
 - d. 4 page report from magazine, of U.S. Maritime Commission on vessels completed and under construction. A typed note, Fink 27 to G.R. Hoff is attached to the last of the 4 pages.
 - e. 2 page report, Fink 23, listing U.S. Submarines under construction etc. as of Feb. 1, 1941.
 - f. Fink 24. List of U. S. Destroyers as of Feb. 1, 1941.
 - g. 2 page report, Fink 25. List of U.S. Destroyers as of Feb. 1, 1941.
 - h. Fink 26, reporting number and types of various U.S. ships.
- 2. Following items from Roeder.
 - a. 2 .45 cal. and 3 .30 cal. bullets.
 - b. Original drawing from Sperry Gyroscope Co., #644832-B entitled "Hydraulic Unit with Pressure Switch A-5 Pilot".
 - c. Original drawing from Lawrence Engineering & Research Corp. #R-12280 entitled "Installation Drawing Sound proofed - 5KW".

65-1819

May 23,
1941.

He will testify that he went to the CHASE NATIONAL BANK and drew \$250.00 out, the serial numbers of same being checked and noted by Agent Ellsworth and himself.

He then sent a telegram to STIGLER, addressed to him on the S.S. AMERICA, as follows:-

"
Mr. Franz Stigler
Baker, S.S. America
United States Lines,
New York City.

I have money for you. Come to my office
tonight 6 p.m. HARRY."

(Ex. 1A20 -

He will further testify from his notes that at about 6 P.M. STIGLER came to his office and inquired about things in general. He asked Stigler about Siegler and KLEISS. He said Siegler was in Hoboken playing football and that KLEISS was on vacation driving a Cadillac automobile all over the country.

STIGLER further stated that [REDACTED] wanted to borrow \$100 from him to go to Germany. He suggested to Stigler that he not get mixed up with that crowd. Stigler said that [REDACTED] are busybodies and that she is just going to Germany to make herself appear important with the other side. He said the same goes for all other Gestapo men. Stigler said he knows a woman who is 100% for the Nazis. Her name is [REDACTED] who was born in Germany and whose maiden name [REDACTED]

b7C

[REDACTED]
He said that she might be used as a source of money in case any is ever needed.

65-1819

He then handed STIGLER the two \$100 bills which he had drawn from the bank and told him that it was money from FEHSE. Stigler took it and handed him a receipt on the back of one of his, Sebold's, business cards. The receipt read:-

"
May 23. 41.

200 rec.
F. Stigler."

(Exhibit 1A20 -

STIGLER said that he was told in Germany not to write out any receipts; that money matters were a case of personal honor. He told Stigler that he had \$50 for CLAUSING. Stigler said Clausing was not in town at that time but would be back in New York in about nine or twelve days. Stigler said when he left the office that he was going to see BROKHOFF. He said he had nothing important to tell him, Sebold, except that the Americans have finished an immense air field in Porto Rico, which has been fully equipped.

b7C
They then talked about Fehse. Stigler said that Fehse was probably arrested in retaliation by the United States Government for the arrest in Berlin of [REDACTED] (?) He said he learned through Fehse that this man's father is located in Brooklyn and wrote a letter to the German government giving his life's history and offering his services to them; that after receipt of this letter the German authorities arrested the man's son.

STIGLER said that the next time he was around he would get in touch with him, and they would have a good time together.

65-1819

May 24, 1941. He will testify that he went to the radio station and wrote out messages number 277, 278 and 279, and with Agent Ellsworth encoded the same and turned them over to Agent Pricey for transmission to Germany. The messages read as follows:

" No. 277.

From Lee. Panama ship Chepo. departure Saturday. Copper. From South America to England. "

" No. 278.

b7C Have seen [REDACTED] and have given him various micros and materials from Carr."

" No. 279.

From Dunn. Maria Rothar, one five null eight York Avenue, Apartment three, lived with another lady at that address. Had daughter who went to Germany. Hamburg family. Moved one year ago. Left no address. Further information later."

(S. 7610 - P. 28 and 29.)

b7C He will further testify that Agent Ellsworth exhibited to him the following messages which he stated were received from Agent [REDACTED] and which he decoded and which read as follows:-

" Message No. 145.

Give Leo Leo money for field glasses stop. Regarding one four naught, fourth colon. Enemy U boat protection works with new devices. Try to find out something about them. Regarding two six four, suitable address follows."

" Message No. 146.

According to report of Dunn Dunn, he gave the Japanese Consul poison gas and breech block with the request for transmittal on to us. Can Dunn Dunn give you the name of the Consul in order that we can inquire about the matter through our Embassy in Tokio, otherwise the Japanese never turn the things over to us. Continued."

" Message No. 147.

Cont. Has Dunn Dunn made still further arrangements with him. What kind of a friend of Dunn's Dunn's is that in

65-1819

"
Bakar, Dakar. Can we approach him. Dakar
Dakar is exceptionally important."

(S. 7610 ~ P. 25 and 26).

He will further testify that Agent Price turned over to Agent Ellsworth and himself five coded messages, which he stated had been received from Station AOR, in Germany.

These, when decoded and translated, read as follows:-

"
No. 148.

First. Retain balance of two five naught dollars there for later situations. Second. Always forward reports about departing ship convoys to England. Third. Seek for new means of Ulrich Boot (Submarine) protection."

"
No. 149.

b7C
For Carr Carr. What did you turn over to [REDACTED]
[REDACTED] Otherwise no further instructions."

VEC:AOBS 2

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"
No. 150

Regarding message two six three. It is better for you both if no separate code exists. Errors in transmission must be taken in stride. In your interest, traffic should also remain limited. Greetings and thanks for
b7c for excellent cooperation. [REDACTED]

"
No. 151.

b7c For Siegfried Siegfried and [REDACTED]. Please confirm second part courses double point twenty degrees east fifty three north or do you mean thirty five stop. Question, Who is Siegfried."

"
No. 152.

Administrative Message. Please give names of ships and other proper names double as due to disturbances, garbling is unavoidable. Greetings."

(S. 7610 - P. 33, 34 and 35.)

He will further testify from his notes that in view of the radio message from AOR for SIEGFRIED, which is the name STADE said belonged to him, he endeavored to get in touch with STADE and at about 7:30 P.M. called at EICHENLAUB'S restaurant on 85th Street, and told Eichenlaub he would like to see Stade the following Monday, May 26th. He asked him to have him (Stade) come to his office between 6 and 7 P.M. Eichenlaub then said that Stade disliked his office and believed that he had a microphone hidden in the desk drawer. He said the reason for this suspicion was that he, Sebold, was always looking into the drawer while he spoke. He explained to Eichenlaub that he keeps messages from Germany in that drawer, and therefore kept looking in. He told Eichenlaub to forget all about the microphone and said that he also is suspicious of Stade because he received a message from Germany asking who Siegfried is and Stade had told him that he was known in Germany as Siegfried. Eichenlaub said that Bante told him to tell him, Sebold, that in a couple of days he would have the package of dynamite ready for him. Eichenlaub said that he was going to see some of his friends who are members of the ODD FELLOWS and that among others is a

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friend of his who is the chief maintenance engineer in the R.C.A. RADIO CORPORATION. However, he said this man does not know anything about the spy outfit. EICHENLAUB said he was willing to try to find out from the man just how much the R.C.A. knows about foreign reception and how much interception work is done by them. He also wanted to "feel the man out" in a round about way about general radio conditions. He told EICHENLAUB to tell STADE that he wanted to see him at 7:30 P.M. on May 26th in Eichenlaub's restaurant and that he did not want Stade coming down to his office if he had any suspicions about it. EICHENLAUB seemed to be satisfied.

EICHENLAUB told him to go to the Raakskeller on 86th Street, which is located in the basement, under the KREUTZER HALL. He said he would meet him there and would introduce him to some of his friends. He went to the place and waited until 12:30 A. M. but EICHENLAUB did not show up.

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May 26,
1941.

He will testify from his notes that he telephoned to EICHENLAUB at his tavern about 6:30 P.M. and asked him if he had seen Stade. He said that he had not. He then told Eichenlaub that he would be up to his place in about thirty minutes. He left his office at about 7 P.M. and went to Eichenlaub's restaurant.

EICHENLAUB said that he had not seen ██████████ HEINZ- for several days. He then told Eichenlaub that he would send Stade a telegram to come to see him. Eichenlaub cautioned him against sending the telegram, and said that Stade does not like to have messages coming to his house. He said that he had better telephone. He then gave him Stade's telephone number, which is AUDUBON 3-8144, (AU 3-8144), Apartment 53.

b7C

EICHENLAUB talked about ██████████ and said that he could not hold out much longer and would be broke any day; that when he was finally broke he would come to him, Eichenlaub, and he would put him up in a cheap room and board him and have him go to work for him getting reports on ship movements.

65-1819

May 27,
1941.

He will testify that he wrote out and with Agent Ellsworth encoded a message which was turned over to Agent [redacted] for transmission to Germany. This message read as follows:

b7C

" No. 280.

Gave [redacted] five bullets, one Sperry Sperry Company and one Lawrence Lawrence Corp. drawing from Carr, Carr, as well as one four micros from Lee Leo. Signature Fink Fink."

That he also wrote out and turned over to Agent Ellsworth, for encoding, the following messages:-

" No. 281.

From Lee Leo. Left from New Orleans, May one four, American ship Syros Syros for Capetown Capetown. American ship Exhibitor Exhibitor left NY on May one seven for India. Was supposed to sail on one five. Departure delayed by strike. Supposed to arrive in Bombay June one four. Karachi June one seven. Colombo June two six. Accordingly, she will arrive two days later."

"

No. 282.

Cent. American ship Exmouth Exmouth likewise held up by strike. Both American Export Lines. The crew demanded insurance in the amount of ten thousand dollars for each man, as well as fifty dollars for running all harbors in the Persian Gulf and Red Sea. They agreed on five thousand dollars insurance and three five dollars for each harbor per man. Cont."

"

No. 283.

Cont. Fifty dollars for each harbor in the Suez Canal. Dates of arrivals in these harbors are hard to learn. American ship City of New York, City of New York, left NY on two naught May for Capetown Capetown and Beira Beira. Other harbors not given."

(S. 7610-P. 49, 53 & 55.)

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He will also testify that he received another letter from DUQUESNE, addressed to him as MARRY SAWYER, at P.O. Box 67, Madison Square Station, postmarked, New York, May 26, 1941, and which read:

"
M. Rether, 403 East 92^e. Apartment 7. N.Y.C.
Phone Sacramento 2- 8746."

A picture of a cat is stamped on this letter, which is the insignia that Duquesne said he would use when sending letters or other material to him.

65-1819

May 27,
1941.

SEBOLD will testify that he telephoned to STADE'S home, AU 3-8144; that the telephone was answered [REDACTED] and he told her to tell HEINZ that HARRY wanted to [REDACTED]. In a half hour, Stade telephoned and he told him that he would like to meet him between 6 and 7 P.M., the following evening, May 28th, in Eichenlaub's restaurant.

b7C

He will further testify that at about midnight he went to Eichenlaub's restaurant and ran into BANTE at the bar. He brought up the microphone incident, BANTE said that STADE had told him that he thought that he, SEBOLD, had a microphone in his office. BANTE said that [REDACTED] started the rumpus, making the statement that he, SEBOLD, had put him through the third degree with all of his questioning. He said that on the same night STADE had telephoned him and he went to Stade's home. Stade, [REDACTED] and Waalen were there and were all excited about him, Sebold, and wanted to know who he really was; that he then told them that he, Sebold, had been working for Germany for over a year and was O.K. and that he had learned this through Fehse and they all thought everything was all right then.

He also saw Eichenlaub on this occasion who stated he had not seen Stade in several days.

He will further testify from his notes that WAALEN came to his office arriving about 7:30 P.M., and handed him various items to be transmitted to Germany. He told WAALEN that he had received a message authorizing the expenditure of money for field glasses, and asked Waalen how much he would need. Waalen said it would take about \$100. They agreed that he should return on Friday, May 30th, between 6 and 7 P.M., for the money. The following items were turned over by Waalen:

- " 1. A one-page typed report in German which translated reads as follows:

The Albina Engine and Machine Works, Inc., Portland, Oregon received a contract for four 165 ft. submarine destroyers (steel) for the United States Navy.

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The American Shipbuilding Company, Cleveland, Ohio is building twelve net tenders YN 17-28. Contract from U.S. Navy; total cost \$6,357,000; four welded freighters (147' x 26' x 13') for General Sea Food Corp. The shipyard further received the contracts for construction of eight 220 ft. mine searchers (steel) for U.S. Navy; two 17,500 gross ton bulk freighters (640' x 67' x 35') for Pittsburgh Steamship Company.

Basalt Rock Co. Napa, Cal. is building eight cargo barges YL697 - 699, 705, 706 and 711-713 (150' x 40' x 12') for U.S. Navy; two fuel oil barges YO48 and 49 for U. S. Navy; twelve welded seagoing freight barges (150' x 40' x 12') U. S. Navy.

N.J. Blanchard Boat Co. Seattle Washington is building three 45 ft. aircraft rescue boats for U.S. Navy.

Bristol Yacht Co., South Bristol, Me. is building two mine searchers AMC 40 - 41 U. S. Navy; three mine searchers (wood) 135' U. S. Navy.

Burger Boat Co. Manitovoc Wis.
6 135 ft. mine searchers (wood) U.S. Navy.

Camden Shipbuilding & Railway Co. Camden, Me.
2 135 ft. mine searchers (wood) U.S. Navy

Charlestown Shipbuilding & Drydock Co., South Carolina received contract for construction of 10 freight tenders (steel) U.S. Navy.

Colberg Boat Works and Stephens Bros. Stockton, Cal.
contract for construction of 6 mine searchers (wood)

Commercial Iron Works, Portland, Oregon is building four net tenders YN 5-8 cost \$1,958,550. U.S. Navy received contract for 7 165 ft. mine searchers (steel).

Consolidated Shipbuilding Corp. Morris Heights, N.Y. is building four 100' steel Diesel tugs YT 145-148 U.S. Navy five 165 ft. steel submarine destroyers; 2 165 ft. steel submarine destroyers.

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Consolidated Steel Corp. Los Angeles, Calif. has contracts for further ten steel lighters (Hull number 208-217) U. S. Navy and for two transporter twin screw steam turbines (Westinghouse), \$4,375,000. for Maritime Commission.

The Delaware Bay Shipbuilding Co. Inc. Leesburg, N.J. has a contract for two 135 ft. mine searchers (wood).

(signed) L.E.O. G.R. Hoff. 1941.

2. The following sea charts:

- a. Florida Keys - Sombrero Key to Sand Key - USC&GS #1251 (Marked in ink "L.E.O. G.R.H.)
- b. Florida - Fowey Rocks to Alligator Reef - USC&GS 1249 (L.E.O. G.R.H.)
- c. Gulf Coast - Sand Key to Rebecca Shoal - USC&GS #1252.
- d. Chesapeake Bay - Smith Point to Cove Point - USC&GS #1224 (G.R.H.)
- e. New York Long Island - Peconic Bay - USC&GS 299
- f. Approaches to Baltimore Harbor, Maryland, USC&GS #549
- g. Maine - West Penobscot Bay - USC&GS 310.

May 28,
1941.

Sebold will testify from his notes that he received a letter from FREDERICK DUQUESNE addressed to himself as HARRY SAWYER, Post Office Box 67, Madison Square Station, postmarked New York, N.Y., May 28, 1941, 5:30 A.M. The letter is handprinted, and reads:

" 27 May.
 Old tree Wed. afternoon 5 P.M. if possible.
 Jim."

He will further testify that at about 5 P.M. he met DUQUESNE on the City Hall Square, lower Manhattan. It was threatening to rain and he suggested that they go to the nearest Automat, which they did, and took a seat in the rear.

65-1819

He discussed with DUQUESNE Radio Messages No. 146 and No. 147, which requested that DUNN give the name of the Japanese Consul to whom he turned over certain material, and also wanted to know who was Dunn's friend in Dakar and if he could be approached. Duquesne was unable to make any immediate statements as to the name of the Japanese Consul or as to whether his friend in Dakar could be contacted. He said he would let him know in the next interview. He said

b7C

there is a man by the name of [REDACTED] who is going into the U.S. Army soon. He said this man is known in Germany and that he, Sebold, should write the other side and ask them if he is O.K. Duquesne wrote out the name on a piece of postcard, the end of which he tore off. On this piece of card there also appears the name "Lewis". On the reverse side of this postcard is written in unknown handwriting the following:-

"43 East 12 Street
ALGONQUIN 4-1185".

(Exhibit 1A3 -

DUQUESNE then handed him a map which is headed, "Safeguarding our American Liberty"; that this map had with it a typed slip of paper which reads, "When the U. S. is ready they will put air bases at or as near as possible to the places marked, using land or air as the case requires. South American countries are expected to scout the sea lane as far as the islands marked. Stations for repair crews and resting places will be established on the islands. The map was made under the direction of the government and will be distributed as propaganda."

The map shows the Atlantic and the Pacific oceans with their neighboring countries, and also bears photographs of battleships and airplanes. There are also blue pencil crosses made at such points as Capetown, Nova Lisboa, Liberia, Dakar, etc., Africa, various islands in the Atlantic and at points at South America, including Natal.

(Exhibit 1A3 -

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[REDACTED] DUQUESNE said that this chart came from [REDACTED]
[REDACTED] to whom he previously referred.

It should be recalled that he could not give him, Sebold, the man's real name as he claimed to have been cautioned by Germany not to tell the name to anyone. He then told Duquesne that he should not send any more materials by way of WANG in China, and also that he should not go to Japanese Consul's anymore as he, Sebold, now has a contact with the Japanese. He suggested that Duquesne should only deal with him.

b7C

DUQUESNE said that he was going to get hold of an anti-Stuka gun in the near future. Duquesne also gave him the information for transmission to Germany that fourteen English warships are in repair docks on the Atlantic coast which includes the MALAYA, which arrived two weeks before. He said the MALAYA would be ready to leave the docks in three weeks; that the diameter of her boiler tubes had been decreased, and the number of them increased; that she would leave under an American escort; that she had been reinforced with concrete mixed with chicken, or plasterer's, wire.

He also said that MR. ROOSEVELT'S speech had been written by [REDACTED] living in the White House with [REDACTED] He said [REDACTED] was taking over the British Purchasing Commission in New York, and was firing the employees.

He then dictated the following item:-

"The Jews in South Africa have asked the Jews in America, as soon as trouble starts, to send an Expedition Force to South Africa, in order to protect them in case of revolt and to strengthen the British Colonial forces in case of a German and Boer union against the British."

He said "GENERAL SMUTS was made FIELD MARSHAL to supersede any other Generals sent to South Africa. He is to be Commander of the combined forces. As soon as they can, Americans will make air bases at Capetown for the Atlantic patrol."

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DUQUESNE also asked him to ask the other side whether they had received the Instruction Book for Officers concerning Poison Gas, which he sent through WANG.

Duquesne also handed him a magazine photograph of "Directional Radio Work in Reverse to Locate Planes" and a magazine photograph entitled "Moving Target Primes Marines for Dive Bombers". Both clippings are stamped with Duquesne's sign of the cat.

(Exhibit 1A3 -

b7C
SEBOLD will testify that he went to EICHENLAUB'S restaurant, THE LITTLE CASINO, about 7 P.M. and there found STADE and [REDACTED] sitting in a back room. He showed them Message No. 151 received from Germany which was designated for SIEGFRIED and [REDACTED] and wanting them to confirm the information concerning the meeting places and route taken by convoys. [REDACTED] then drew a diagram on the flap of an envelope.

(Exhibit 1A170 -

and explained that the bearings he had given before, namely, of twenty degrees east and fifty three north were the bearings used some time before; that the bearings employed about a month ago or about April 28th, were as follows: The ships went to thirty six degrees south and twenty east. From there to twenty eight degrees west and naught degrees. [REDACTED] said that he would send him a maritime register in the near future; that is, an older edition.

EICHENLAUB said that his friend, [REDACTED] on Front Street, is now in the army in Carolina, and is coming to New York on leave in the near future. He, SEBOLD, then asked STADE under what exact name he is known in Germany in view of Message No. 151, as he had previously stated he was known as SIEGFRIED. Stade then said that the letters he and EICHENLAUB had been sending over were signed "FRITZ MEYER".

While he was sitting in the restaurant a well dressed

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man came into the restaurant, dressed in light trousers and dark coat, and he asked Eichenlaub who this man was. Eichenlaub said that he worked in the German Consulate at 17 Battery Place.

He noted that EICHENLAUB had lately been asking him numerous questions and is of the opinion that Eichenlaub has connections with other German organizations which make reports on him, SEBOLD, to Germany. Eichenlaub has also been asking him for his home address but he put him off and did not tell him his address except to say that he lived in the neighborhood.

b7c [redacted] said that he had brought the matter up because he, Sebold, had asked him to many funny questions that night in his office. He told him that he asked everybody these questions, and that he wants to know something about a man before he deals with him. Eichenlaub and Stade backed him up in his statements, and everybody seemed to be all right. He told them to come to his office from then on, between 6 and 7 P.M. except on Saturdays and Sundays.

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May 29,
1941.

He will testify from his notes that he received a communication in his post office box 67, Madison Square Station, from STRUNCK, which was postmarked at New York, May 28, 1941, which read:

" Dear Harry,

See you Thursday at 6 P.M."

That at about 6 P.M. ERICH STRUNCK walked into his office. He said he did not have anything for him but that he had brought over a belt which had a letter concealed in it which letter he delivered to [REDACTED] by the name of [REDACTED]. He said this man [REDACTED] has a friend by the name [REDACTED] who will come into the United States in the near future, possibly by way of Mexico.

b7C

He also said that there was a utility man on the SIBONEY and mentioned something about a potato peeler. He said this man left the boat at Lisbon and had some important information. He went to [REDACTED] arranged for his return to Germany by way of an airplane. He did not name this man but said he was a friend of KLEISS and used to be on the S.S. MANHATTAN. He said that [REDACTED] had also been informed by Germany that he should take care of Fehse's transportation to Germany, however, of course, Fehse did not show up. Strunck said that a former member of the MANHATTAN who used to work in the spy service for Germany in the Bremen Division now has an optical store in Lisbon and still works for Bremen.

STRUNCK said that he was searched and questioned in New York on the last trip by four men. They told him that he had been seen in a bar in Lisbon and that he had taken over letters and other stuff to Lisbon. He denied this and said that the only things he had ever taken to Lisbon were some silk stockings for his friends (girl friends). They questioned him about the \$200 which he had in his pocket. He said that this was his wages and tips which he had received during the voyage. He did not say who these men were.

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He also stated that the Chief Radio Man, an Italian, on the SIBONEY, was searched every voyage. He said that DOLD was not with him on the last trip; that he was in a hospital in New York having his tonsils taken care of.

About this time the telephone rang, and [redacted] asked for his office room number and said he was on the way up. He gave him the number and then STRUNCK said that the SIBONEY was going into the army service, and that he was going to be "laid up" until he signs on a new boat. He said that he expected the Export Line to put a new boat into the Lisbon run; that he, in the meantime, will live at the Seaman's Home, 64 Hudson Street, Hoboken, N.J. He left at about 6:30 P.M. as [redacted] came in the office.

STRUNCK wrote down the address "64 Hudson Street, Hoboken, N.J." on an envelope.

(Exhibit 1A23 -

SEBOLD will further testify from his notes that as had been arranged between [redacted] and himself at their first meeting, he, at about 4:15 P.M. that day, May 29th, telephoned ASHLAND 4-2030. A female voice answered the call. He observed that she had no accent whatever. He asked for [redacted]. She asked for his name, and he said "Harry" and a few minutes later [redacted] came to the phone. He asked how Harry was. He told him, "fine" and asked him, "Have you got it?" [redacted] said yes, and they both hung up.

b7C
Then, as above mentioned, at about 6:15 P.M. the telephone rang, and [redacted] asked him, over the phone, what his room number was and said he was on the way up. A few minutes later [redacted] knocked at the door. He tried to let Strunk out of the back, but was not successful and so ushered Strunk through the front office door and through the reception room past [redacted] then came into the office and asked who Strunk was. He told him that he was a friend of his from Lisbon. They exchanged greetings and then he opened a package of materials which he had previously prepared and showed the contents thereof to [redacted] which were as follows:

1. One red piece of porous rubber with the name "JIMMY" printed thereon and one black piece of porous rubber, both of which were received from DUQUESNE on April 23, 1941.
2. One booklet; "Army and Militia Aviation and Pensions - Price List 19 - 32nd Edition" received from Duquesne on April 23, 1941.

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3. One War Department manual, "Chemical Warfare Service Field Manual, Volume 1, Tactics and Technique", received from DUQUESNE on April 23, 1941.
4. One War Department Basic Field Manual, Soldiers Handbook FM 21-100. Received from CLAUSING on April 25, 1941.
5. One U.S. Government Advertiser, date line Washington, D.C., April 17, 1941, marked in ink, "Mr. G.R. Hoff, Fink 20", received from WAALEN on April 21, 1941.
6. Fourteen microphotographs as follows:
 - a. Microphotograph of cover page of War Department Field Manual from CLAUSING, No. 4 above
 - b. Microphotograph of cover page of U. S. Government Advertiser from WAALEN, No. 5 above
 - c. One microphotograph of two pieces of porous rubber, No. 1 above, and covers of books Nos. 2 and 3 above, from DUQUESNE
 - d. One microphotograph of a set of five photo-stats of pictures of highways, boats, planes etc., and a news clipping with the heading line "NEW PROCESS MASKS PLANES", all received from DUQUESNE on April 23, 1941.
 - e. Five microphotographs of U. S. Patent No. 2225044 bearing a note signed JIMMY received from DUQUESNE on April 23, 1941
 - f. Five microphotographs of a magazine article entitled "OCEAN CRUISING AT 36 KNOTS," received from WAALEN on April 16, 1941.

b7C

He particularly pointed out the Army instruction books and told [REDACTED] that these were very important; that there was some secret writing in them. He suggested that the big General in Tokyo might be interested in that. [REDACTED] acknowledged that the material goes to Tokyo. He told him, [REDACTED] that the rubber pieces were used for life saving equipment. [REDACTED] stated that was too much rubber and so he took the

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scissors and cut off a piece of the long red strip and left the name JIMMY on the portion he handed to him. He then showed [REDACTED] some of the microphotographs by using the magnifying glass which he had. [REDACTED] was highly interested.

He said it took about four days to get the material from the east coast to the west coast and then the boats leave there twice a month for Japan.

b7C
[REDACTED] asked if ROEDER was working some place. He told him that he was. [REDACTED] said that he, Sebold, must have many friends in this line of work. A short time prior to this he had offered [REDACTED] cigar which Stigler had left for him, Sebold, the same being a Havana cigar and he mentioned that it was from a friend of his out of Cuba. He did tell [REDACTED] that he had many friends in this work. [REDACTED] seemed to be very interested in his contacts and apparently in his ability to secure materials. As he was leaving the office he noticed the bottles containing photographic fluids on the cabinet case above the wash stand, and asked if he were a chemist. [REDACTED] then suggested changing his telephone number once in a while for safety sake. He told [REDACTED] that it would be a little longer the next time before he saw him again but that in the meantime he might lock him up and have something to eat with him.

He left at about 7 P.M.

May 30,
1941.

SEBOLD will testify from his notes that in view of the radio message from Germany authorizing the payment of money to WAALEN for the purpose of purchasing field glasses with which to observe ship movements in New York Harbor he drew \$100 out of his account at the CHASE NATIONAL BANK. This was a \$100 bill, 1934 Series, Serial Number BO3170642A; that at about 6:30 P.M. Waalen came into his office and handed him a typewritten German report, which read as follows:

"Le.o. - - - G. R. Hoff.

The DEFOE BOAT AND MOTOR WORKS, Bay City, Michigan, received a further contract for twenty 175 foot submarine destroyers. (PC 471 - PC 482 and PC 542 - PC 549 inclusive).

EAST COAST YARD, INC., Noank, Connecticut received a contract for construction of three 135 ft. Mine Searchers. (Wood)

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The DUBUQUE BOAT AND BOILER WORKS, Iowa received a contract for five 65 foot steel diesel distribution box boats from the Quarter Master Corps U. S. Navy.

The ELIZABETH CITY SHIPYARD N.C. is building four Mine Searchers. (Wood)

F. L. FULTON, Antioch, California has a contract for six 135 foot Mine Searchers. (Wood)

ANAPOLIS YACHT YARD, INC., Maryland is building two submarine destroyers. (Wood)

The steamer, SIBONEY, 7,000 tons, has been given over to the U.S. Army; is supposed to carry material and laborers to the Atlantic Bases taken over from England.

Twenty tenders are being sought by the Maritime Commission for England. Twenty-five new ones are to be built here for England.

The American ship, JIM DAVIS, leaves New York June 10th for Sidney, Australia. (from Ebeling).

American ship, FLORENCE LUKENBACH, arrived in Pasra May 9th from New York.

American ship, WEST GESWALD, arrived in Port Elizabeth from New York on May 19th.

Panama ship, CARDINA, arrived in Beira on 21st from Port Alborne.

American ship, EXANGE, arrived in Bombay on May 20th from New York.

American ship, MINESOTAN, left New York on May 24th, arrival in Freetown June 21st, Lourenco Marques July 3rd, Beira July 8th, other harbors not listed.

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American ship, OTHO, left New York on May 24th, 8:00 A.M., arrival in Freetown June 10th, Monrovia June 12th, Marshall June 14th, Cape Palmas June 16th, Tahovadi June 20th, Accra June 23rd, Lagos June 27th and Duala July 2nd.

American ship, PUERTO RICAN, left from New York on May 24th for Persian Gulf, arrival Manana July 16, Basra the 26th, Bandar Shapour the 31st.

American ship, SEA TRUSH, left New York on May 26th for Capetown and Lourence Marquis.

Further ships, whose names could not be learned, have left New York Harbor for Africa, arrival points, Noire, June 19th, Labito June 27th, Luanda 25th, Roma 29th, and Matadi 30th.

Similar American ships both left New York on May 28th for South Africa, arrival in Capetown June 23rd and Lourenco, Marques July 1st; other harbors not given.

American ships, STEELMAKER, left New York on May 23rd, arrival in Bushire on July 25th.

American ship, name not given, arrival in Monana July 21st and in Bushire on 31st. Left New York on May 29th.

American ships, names not discernible, left New York on May 24th, 12:30 P.M. for Beira.

Signed, "L.E.O."

On the back of this page he, Sebold, wrote the following:

"STRATEGIST 6 London."

This he wrote at the dictation of WAALEN. Waalen also pointed out the sentence in the report reading, "American ship, JIM DAVIS, leaves New York June 10th for Sidney, Australia" and said this information was furnished by EBELING.

65-1819

WAALEN said that EHLING was not doing anything because his wife was too frightened. He then gave WAALEN the \$100 bill and told him it was for the purchase of field glasses.

Waalen wrote out a receipt in German, reading:

"

\$100 received on May 30, 1941 for
purchase of a field glass.

L. Waalen. "

(Exhibit 1A31 -

May 31,
1941.

He will testify that Agent Ellsworth, at the radio station, exhibited to him Radio Messages 153 and 154 which he said had been turned over by Agent [REDACTED] which read as follows:

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" No. 153.

Instruct [REDACTED] to identify the reports of the Countess from New York by the key word "From Rogers" in order that the original of all messages from now on can be exactly determined."

" No. 154.

Administrative message. Our message one five three void. It doesn't concern you. Excuse."

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65-1819

June 2,
1941.

SEBOLD will testify that he wrote out, and with the assistance of Agent Ellsworth, he coded the following message:

" Message No. 284.

From Dunn. Dunn. M. Rother, M. Rother lives at Apartment seven, four naught three east nine two street, New York. Four naught three east nine two street.

"

This message was turned over to Agent [redacted] for transmission to Germany.

June 3,
1941.

He will also testify that he wrote out and with the assistance of Agent Ellsworth encoded the following messages which were turned over to Agent [redacted] for transmission to Germany:

" Message No. 285.

b7C

From Dunn. [redacted]

[redacted] Is it all right to use him for information."

" Message No. 286.

Your one five one. Siegfried Siegfried is Stade. Stade. Also Fritz Meyer Fritz Meyer. [redacted] who furnished the information [redacted] says meeting place twenty degrees east fifty three north is old one. Bearings of one month ago were as follows. Ships meet at thirty six south, twenty east and go to twenty eight west and zero degrees. [redacted] has furnished much information on ship movements through Fritz Meyer. He wants money to continue working. Shall I give him some. "

812

65-1819

Message No. 287.

From Dunn. The Jews in South Africa have asked the Jews in America to send expeditionary force to South Africa as soon as trouble starts in order to protect them in case of revolt and to strengthen the British colonial forces in case the Germans and Boers join against the British. General Smuts Smuts was made field marshall to supersede any other general sent to South Africa. He is to be commander of combined forces. "

" Message No. 288.

Dunn says he sent book for instruction of officers about poison gas through Wang Wang. Did it arrive. He says ten English war ships are in repair docks on Atlantic coast including the Malaya Malaya which arrived two weeks ago. Malaya should be ready to leave docks in three weeks. The diameter of the tubes was decreased and the number of them increased. She goes out under American escort and is being reinforced with concrete mixed with chicken wire. Cont. "

b7C

" Message No. 289.

Cont. Roosevelt's speech was [redacted]
[redacted] who lives in the white house [redacted]
[redacted] British purchasing commission
and is firing the employees in New York."

(S. 7745 -P. 7,10 & 11.)

June 4,
1941.

He will testify that Agent [redacted] turned over to Agent Ellsworth and himself three coded messages which he stated were received from Station AOR and which, when decoded and translated, read as follows:

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Message No. 155.

For Dunn Dunn colon. It is important to receive all information out of the U S Army U.S Army. At all events therefore take on [REDACTED]

b7C

[REDACTED] For [REDACTED] colon.

How are reports from the American air force, condition of the American production and deliveries to England. Questionmark. Cont. "

Message No. 156.

Cont. Is the English airplane model Wellington Wellington being equipped with American motors Question mark. "

Message No. 157.

In order to avoid mistakes in names, [REDACTED]
b7C [REDACTED] receives the name [REDACTED] Second.

Reports are desired on ship sailings in trans-pacific traffic West Coast - Los Angeles Los Angeles. Frisco Frisco. Tacoma, Tacoma, etc. Study the periodical Pacific Shipper Frisco, Pacific Shipper Frisco. In reports give source."

He will further testify that he received in his mail box, Post Office Box No. 67, Madison Square Station, a letter from Duquesne postmarked New York, June 4, 1941, containing two items; one typewritten, bearing the stamped picture of a cat, which is the insignia that Duquesne said he was going to use and which contained a typewritten message as follows:

"New experimental fighting bomber made at United A. Co. Has besides the ordinary armament three midway turrets that cover a complete circle with three machine guns. The turrets revolve inside stream lined blisters. Still in building stage. "

Also an article from a magazine, entitled "SOLDIER ENGINEERS", which begins as follows:

"The U. S. Army's men in overalls back up their motto, 'Give us a try', by Lieutenant Col. W.F. Heavey, Corps of Engineers, U.S. Army, etc."

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He will further testify, from his notes, that LEO WAALEN came to his office, arriving about 7:20 P.M. and handed him a typewritten report, in German, which when translated, reads as follows:

"

A further 112 10,000 dwt. ton freighters have been ordered from the following shipyards: (Ugly Ducklings).

16	from	South Portland Shipbuilding Corp. South Portland Me.	\$26,400,000
12	"	Bethlehem-Fairfield Shipyard Baltimore, Md.	19,800,000
12	"	North Carolina Shipbuilding Co., Wilmington, N.C.	19,800,000
12	"	Houston " Corp., Houston, Tex.	19,800,000
24	"	California " " Los Angeles, Calif.	39,600,000
24	"	Richmond " " Richmond, Calif.	39,600,000
12	"	Oregon " " Portland, Ore.	19,800,000

Contracts will be given in the near future for a further 28 ships of type C-1, C-2 and C-3 by the Maritime Commission to the following shipyards:

Sun Shipbuilding & Dry Dock Co.
Ingalls " Corp.
The Pennsylvania Shipyards Inc.
Moore Dry Dock Co.
Seattle-Tacoma Shipbuilding Corp.
Western Pipe & Steel Co.

The Bureau of Yards and Docks, Navy Department, has given a contract for construction of shipbuilding dry docks in Charlesten, South Carolina, Navy Yard to the MacDougald Construction Co., Charlesten. According to cost estimates the cost will be \$12,000,000.

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65-1819.

At the Cargill Grain Co., Albany, a 425 ft. steel freighter was launched. Is supposed to be ready by late summer.

The Cooper-Bessemer Corp., Mt. Vernon, Ohio, received a contract from the Navy for construction of motors for 14 mine searchers (Class AN82-99) cost \$3,766,000.

Four tankers have been taken over by the U.S. Navy and have received other names, as follows:

- (1) "Esso Annapolis" now "Chemung" (M.C. Hull No. 9)
- (2) " " "New Orleans" now "Chenango" (M.C. Hull No. 4)
- (3) " " "Raleigh" now "Gaudalupe" (" " " 12)
- (4) " " "Markay" now "Suwannee" (" " " 5)

At the Sun Shipbuilding Co. the tanker "Stanvac Palembang" has been launched, 14,500 dwt. ton.

At the Newport News Shipbuilding and Dry Dock Co. the 6th President, steamer has been launched, type C-3, passenger and freight, M.C. Hull No. 153 (see U.S. Maritime Commission Report of Progress of February 28, 1941.)

The following yachts have been sold to England: "Trav eler" "Symira" "Pris-Ell". "Tempter II" "Akela III" "Senga" "Amici II" "Yankee" and "Tyella". All are fast boats and are supposed to be used in English harbors as rescue boats.

The 72 National Defense tankers which were ordered by the Maritime Commission from the Sun Shipbuilding & Dry Dock Co. are supposed to carry 145,000 barrels and to receive cannon foundation. The shipyard has 8 slips. Land has been purchased and 8 new ones will be built north of the present 8 and 4 further slips south of the dry docks."

He also handed him the following sea charts:-

1. New Hampshire - Massachusetts
Portsmouth - Cape Anne
U.S. C. & G S 1206
2. New York - New Jersey
Approaches to New York - Fire Island Light - See
Girt Light
U.S. C. & G. S. 1215.

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3. St. Lawrence River Chart No. II.
4. St. Lawrence River Chart No. III.
5. Massachusetts - Woods Hole
U.S.C. & G.S. 348.

On the sea charts there appears the identification marks, in ink, "L.E.O." "G.P.R. Neff," with the exception of the fifth one, which only bears the initials, "L.E.O."

WAALEN said that CARLOS is in town; that he told WAALEN to have CLANSING come up to his office the following evening between 7 and 8 P.M. He then asked Waalen if he had purchased the field glass with the \$100. WAALEN said that he had not, as yet, but that he had a connection with a secondhand dealer to purchase a suitable glass.

He further stated that a couple of days previous he was in EICHENLAUB'S place, having a glass of beer when he met BANTE and EBERLING. Bante was bragging about himself, stating that he was the "big cheese" and had started the whole layout in New York, however, in general, according to Waalen, both men seemed to be frightened and did not like his, SEBOLD'S, office.

He, SEBOLD, asked Waalen as to the whereabouts of [redacted] who he had previously mentioned. Waalen said that he had lost track of him and did not know any more about him.

He left at about 7:45 P.M.

65-1819

June 5,
1941.

He will testify from his notes that at about 7:40 P.M. CLAUSING came to his office, and he asked him if [redacted] had received the

[redacted] letter that he had sent to him. Clausing said that he had, and that [redacted] had answered it, however, he, Sebold, had not received the reply as yet. He told Clausing he would send [redacted] another test letter which should be answered by registered mail.

b7C

CLAUSING said STIGLER and SIEGLER were being taken off the S.S. AMERICA. Stigler claimed that a German agent in Acapulca, Mexico had been caught, and relieved of a letter which contained the names of trusted German seamen and among those names were his, Stigler's, and Siegler's, which is the reason they were not permitted to remain on the S.S. AMERICA. Clausing said that that was also the reason why Stigler and Siegler did not want to come to his office. Clausing said that [redacted] had left for Germany but that the Schuhs are not known in Germany; that Bante had handled their information and had taken all the credit for it. He said that Bante is a great bragger and is always "shooting off his mouth" and that he celebrates every German victory with a lot of beer. He also brags a great deal about his membership in the Bund, and in the Stahlhelmers. He said EBERLING was just the reverse from Bante, and is very exact in his information; that he does not talk much and not even his wife knows about his dealings. Clausing then gave him the following ship information:

"Twenty-four oil tankers in New York Harbor are going to England. There are also five oil tankers in Bayonne, New Jersey. The steamer, "Strategist" is going to Cardiff. "Halene Colengus" is leading under Swiss flag. June 3 English steamer, name unknown, about 7,000 tons sailed from Brooklyn."

CLAUSING said that the statement that the STRATEGIST was going to Cardiff was furnished by EBERLING who is employed by some English concern. He said that LEO WAALEN also gets most of his information through EBERLING. He handed CLAUSING the \$50 which he was authorized to pay from FEHSE. The \$50 consisted of two \$20 bills and one \$10 bill, the serial numbers of which were noted.

SIS

65-1819 -

CLAUSING handed him a receipt, reading as follows:

" 6/5/41 H. CLAUSING 50 MKS."

(Exhibit 1A193 ~

Clausing said that the ship he was working on was stopped once by the British cruiser, "CUMBERLAND". He was also searched by the British in Trinidad. He said he was puzzled as to how they knew his name.

He spoke about a ship in Rio de Janeiro, which caught fire in Hold No. 1. The firemen arrived, and took care of the blaze. Then they left, and some time later a fire broke out in Holds No. 2 and No. 3, then the whole ship burned up. CLAUSING appeared to be very pleased about this; also about the recent fire in New Jersey.

They then talked about the political developments, the HESS incident, and the war.

CLAUSING left about 8:20 P.M., stating he would be back about July 15th.

BIG

65-1819

June 6,
1941

- SEBOLD will testify that at the radio station he wrote out, and with the assistance of Agent Ellsworth, encoded the following messages which were turned over to Agent [REDACTED] for transmission to Germany. These messages read as follows:

" Message No. 290.

From Leo Leo. Following American ships: Jim Davis, Jim Davis leaves N.Y. on June 10 for Sidney Australia, Florence Luckenbach Florence Luckenbach arrived in Basra from N.Y. on May nine. West Ceswald, West Ceswald arrived in Port Elisabeth from N. Y. On May one nine Exange Exange arrived in Bombay on May two naught from N.Y. Panama ship Cardina Cardina arrived in Beira on two one from Port Alborne."

" Message No. 291.

Regarding Message one four five. Have received still more sea charts of the east coast from Leo Leo. How shall I send these."

b7C

That, also, Agent [REDACTED] turned over to them a coded message which had been received the day before, and which, when decoded and translated, read as follows: (Note: On June 5, 1941 at 3:11 P.M. Message #156 was received. It will be noted that there appears a duplication of Messages #156 - error occurring in Germany.)

" Message No. 156.

We have not yet received the book from Dunn. Do not use the route via Wang anymore because it is dangerous. All such articles that cannot go by way of Knorke, send by way [REDACTED]. We assume that the connection established with [REDACTED] will always be successful from your side. Can Dunn send us a new copy by way [REDACTED] Question."

He will further testify from his notes that at about 6:30 P.M. he received a telephone call at his office from STRUNCK who wanted to see him some place downtown. SIEGLER then came to the telephone, and also wanted to see him. He told them to come up to his office in about fifteen minutes.

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b7C

At about 6:45 P.M. both men walked into his office. STRUNCK spoke of Lisbon, and said that the name of the utility man who had left the boat in Lisbon, as previously mentioned by him, [REDACTED] (phonetic). Strunck said that [REDACTED] he had taken FEHSE'S place in the United States of America after Fehse was arrested. SIEGLER said that BROKHOFF had learned, by listening around the U.S. Line dock office, that two men are going to be arrested from the S.S. AMERICA in the near future. SIEGLER then said that that must be Stigler and himself. He said that six men are on the list of the U.S. Lines including himself and Stigler. He said the cause of this must be the steward on the Clipper. He said that this steward had brought two letters to Stigler some time ago, and had told the landlady that he was the man from the Clipper. Siegler then gave him, Sebold, the following information about ships to be sent to Germany:

"

At Newport News, there are twenty English ships being repaired. One new United States airplane carrier is nearly finished. Twenty oil tankers are in New York. Eight days ago, in Bermuda, there were twenty-six English steamers, one English, and one American airplane carrier, one American cruiser, and destroyer, all in war paint. In Porto Rico, the Americans had maneuvers. The new airplane hangar there is ready. On June 15, the S.S. "America" and the new "Washington" sailed for Newfoundland, and Greenland as troop transports."

SIEGLER said that STIGLER was going to sign on the S.S. SANTA CLARA which is bound for Valparaiso, and the west coast of South America. He said that he would like to take a boat to Lisbon, and might leave the boat there for Germany. Strunck said that he had taken a film of a convoy in Bermuda and would give it to him, SEBOLD, the following Monday between 6 and 7 P.M.

Both men left the office at about 7:20 P.M.

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65-1819

June 9,
1941.

He will testify that at the radio station he wrote out, and with the assistance of Agent Ellsworth, encoded a message which was turned over to Agent [redacted] for transmission to Germany.

This message read as follows:-

" Message No. 292.

Have given [redacted] a further one four micros as well as four publications and two pieces of rubber from Dunn Carlos and Leo."

He will further testify from his notes that at about 6:30 P.M. he received a telephone call at his office from HEINZ STADE, requesting that he meet him at 7:30 P.M. at the corner of 86th Street and Broadway. He told Stade that he should come up to his office, but Stade did not want to do this.

He met Stade [redacted] at the appointed place, and they wanted to go to a nearby cafeteria but the place was too crowded and he, Sebeld, suggested that they go to Central Park. They took a seat on a bench at Central Park West.

b7C

[redacted] then said that he had some very important information for him; that this information was given to him by a friend of his, who arrived from Canada, and is illegally in America. He said that this man used to be sick in a hospital in Brunswick; that he had crossed the Atlantic in a convoy three or four times, and had given him, [redacted] information on the exact longitude and latitude of convoy meeting places, as well as information concerning wave lengths, code signals, etc., used on convoy boats for communication purposes.

[redacted] said he would give this to him if he offered him a price within reason, that is, about \$200 to \$300. He tried to get this from [redacted] free but he would not give it to him. He told [redacted] that he could not lay his hands on \$200 without going through a lot of red tape. He asked Stade if he knew anyone from whom he could get \$200 in a hurry. Stade said he has an old friend by the name of [redacted] who has [redacted]

[redacted] Stade said he could go there the next morning and tell [redacted] all about this information because [redacted] is 100% O.K.

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He, SEBOLD, then told STADE that he would try to get the money himself, and that Stade should be in Eichenlaub's place at 10 P.M.; that at that time he would give him the details.

After consulting with Agent Ellsworth he went to EICHENLAUB'S restaurant, arriving about 10 P.M. and there met Stade. He told him to tell [REDACTED] to be at his office the following evening at 6:30 P.M. and that he would make a deal with him at that time. Stade said that that was all right, and that he would tell [REDACTED]. He then asked Stade something about [REDACTED] however, Stade was unable to furnish very much except that [REDACTED] works with a man by the name of [REDACTED] and that [REDACTED] about 6' 4" tall, and that he, Stade, had known both [REDACTED] for a long time.

He left Eichenlaub's place at about 10:15 P.M.

b7C June 10,
1941.

He will testify that he went to the CHASE NATIONAL BANK and withdrew \$200 from his account for the purpose of paying [REDACTED] for the information which he might have of value; that subsequently he went to East 86th Street, Yorkville, and observed that at 208 East 86th Street a new office had been opened in one side of a German book store at that address. This office appeared to be an Exchange and Travel Agency for the purpose of sending money to Germany, etc. He observed that the names on the window were [REDACTED]

It will be recalled that LILLY STEIN, on one or two occasions, mentioned that [REDACTED] was supposed to have worked with [REDACTED] according to information which ELSE WEESTENFELD had furnished her.

Further, that in a conversation with LANG he stated that [REDACTED] had gone to Germany via Japan.

65-1819

June 10,
1941.

SIEBOLD will further testify that he wrote out and with the assistance of Agent Ellsworth, encoded Message No. 293, which was turned over to Agent [REDACTED] for transmission to Germany and which read as follows:-

REVIEW OF THE LITERATURE
ON THE EFFECTS OF CLIMATE CHANGE
ON CROP YIELDS

PRINCIPAL POLICE BOSS STANISLAW TWARDOWSKI WAS KILLED IN HIS HOME
TIME WAITING IN THE SOUTHERN TRAVEL AGENT'S OFFICE FOR A TRAIN TO SP
AND SEE HIM.

65-1819

June 10th cont'd

He told STRUNCK to tell SIEGLER and STIGLER to call on him about 9 P.M. Strunck then left.

SIEGLER then told [REDACTED] to get hold of his friend, [REDACTED] and to meet him that night at 12:00 midnight in Eichenlaub's place on 85th Street.

[REDACTED] also said that his friend [REDACTED] namely, [REDACTED] in a row boat in order to get into the U.S.A.; that [REDACTED] is a highly excitable and wild type of individual. Sebold asked [REDACTED] how he personally came into the U.S. and at what port he landed. [REDACTED] did not name a particular boat but expressed himself in vague terms with reference to Jugo-Slavian and Panamanian boats. He said his ports of landing were Philadelphia and Boston; that he had never landed in New York.

[REDACTED] then left.

b7C

SIEGLER waited around his office. He received a telephone call from Stigler who told him that he could not come up at 9 P.M. They then arranged to meet on Thursday, June 12th, between 6 and 7 P.M. Stigler said that would be all right. He will further testify that at about 11:45 P.M. he went over to Eichenlaub's place. When he entered he saw Bunte sitting at the bar. Bunte said, "Hello I have a package for you." He said he had nothing else for him, and with reference to the package, "the caps are in the little tin box and the sticks are a little moist because they were buried in sand." He was referring to the package of dynamite which he had promised to give him at a previous meeting. He stated that he hoped that he, SIEGLER, would do wonders with that package. He, SIEGLER, then went into a side room of the saloon, and waited until about 12:05 A.M. when he returned to the bar [REDACTED] and his friend had not shown up. He went up to the bar and asked the bar keeper for the package. Bunte motioned over to the bar keeper and the bar keeper then handed him a package, which was wrapped in a light brown paper sack, tied with a white string. He could feel the long, round objects in the package. Eichenlaub was standing near the bar at the time. He does not know the name of the bar keeper but the man was about 35 years of age, dark hair, dark eyes and strong features, and spoke in German; that he, Sebold, then went outside and waited in the entrance of the saloon. He was joined by Eichenlaub as he waited there and Eichenlaub asked what he had in the package. He said

65-1819

June 10th - cont'd

he merely had some parts of machinery. MICHAELSON was very anxious and asked him if he could be allowed to see it so that he could make a sketch.

When asked what he knew about [REDACTED] and Michaelson, he said to know if [REDACTED] had given him anything good recently and also whether Stade had been producing anything. He avoided replying to Michaelson's questions. Michaelson said that he has two friends on York Avenue, between 23rd and 25th Street, who are connected with the Marine Engineers and who have given him information.

At about this time a man approached him, Rebeld and Richenbach and said, "Hello, Michael." He did not know the man and noted that he appeared to be about 40 - 45 years of age, about 5'6" tall, full face, well dressed, and looked like a clerk. He introduced himself as Rebeld. Mr. Rebeld told him that he had heard a lot about him from Paul Tamm. Tamm had come to Michaelson's office and had told him to tell him, Rebeld, that the U.S. had sent a transport ship, an auxiliary cruiser and not a troop transport or carrier and had told him. He also said that the right name of the ship Cimarron had mentioned in the HELENE KOLIPOULAS owned by the Panama Railway Line. Rebeld said that during the past weekend four English men had come to him from [REDACTED] England, that they were of the Prince Line 17/20 and name of ship EVER PERSEVERANCE, and that they had been to New York, Boston, and Miami, and coming in [REDACTED] and [REDACTED] and [REDACTED]. He said he had seen a man by the name of [REDACTED] [REDACTED] with [REDACTED] who was in America [REDACTED] which he said [REDACTED] and [REDACTED] and [REDACTED] this man, [REDACTED] was in Berlin. It was he who had introduced [REDACTED] to him. [REDACTED] [REDACTED] ages.

Michaelson further testified that he then told [REDACTED] that if he had any information he should communicate with Richenbach.

He then left Tamm and Richenbach and walked around the neighborhood on his way elsewhere.

Tamm telephoned to the owner for a few minutes. When he came back he was still there.

65-1819

June 11,
1941.

SEBOLD will testify that he received a telephone call at his office from [REDACTED] who said that he had not been able to locate his friend, [REDACTED] and that he would try to see him, SEBOLD, the following day. However, he failed to show up.

b7C

June 12,
1941.

He will testify that Agent Ellsworth and himself decoded Messages #160, #161 and #162 which Agent Ellsworth stated had been received from Agent [REDACTED] who had received the same from Station AOR. These messages read as follows:

" No. 160.

First. Furnish address of a reliable middleman from whom sea charts can be picked up and the date after which the charts will lie there ready. Second. Build set for new man. Third. In the future reports from Marine Division in Hamburg Hamburg will be signed Henry Navy Henry Navy. Greetings. Henry Navy."

"

No. 161.

How much money do you have left? It interests us for the sake of the condition of the deposit. What is happening to air reports? We urgently need reports concerning the condition of the American airforce industry, detailed accounts about falling off of production in various factories parenthesis including machine tool factories parenthesis through strike agitations. Continued."

" No. 162

Continued. Is it possible for you to send through in advance by radio message the important accents which are contained in the micros. What is [REDACTED] doing. Who is Messen Messen. Where did Big Marta smuggle platinum?"

b7C

June 13,
1941.

WILLIAM SEBOLD will testify that he received through the mail, addressed to himself as HARRY SAWYER, P.O. Box #67, Madison Square Station, New York City, New York, a newspaper named the WHEELING NEWS REGISTER, dated at Wheeling, West Virginia, Monday Evening, June 9, 1941. The postmark is Arlington, Virginia; and on the wrapper appeared the word PUSSY-- the sign used by DUQUESNE.

No notations appear on the newspaper but two news articles appearing therein are pertinent. On page one is an item concerning the taking over of the North American Aviation Plant at Englewood, California and on Page One of Part Two there is an item by NATHANIEL F. SILSBEE entitled, "New Planes For Air Force."

Exhibit Q-1160.

65-1819

June 13,
1941.

SEBOLD will testify that he wrote out and with the assistance of Agent Ellsworth encoded Messages #294, #295, #296 which were turned over to Agent [redacted] for transmission to Germany:

" No. 294

I still have seven eight two five dollars.
Mesenen Mesenen is [redacted] friend. Newspapers reported he smuggled platinum from here to Lisbon."

" No. 295.

I have asked friends for airforce information. They say it is difficult to get. [redacted] is trying to obtain more information. Do you want newspaper articles."

" No. 296.

b7C
It would be better for me for your man to come to my office to pick up the sea charts from June two three to June two five between six and seven PM daylight time. By what date must the radio set for the new man be ready. How much should the maximum power be?"

June 14,
1941.

He will testify from his notes that on account of the fact that [redacted] had not put in an appearance with his friend, [redacted] he, Sebold, at about 7:45 P.M. walked into Eichenlaub's place and found Eichenlaub at the bar, "all up in the air". Eichenlaub would not speak to him immediately. He asked Eichenlaub about Stade [redacted] that is, whether he had seen them. Eichenlaub said that he had seen them last on Friday; that both men were preparing to leave New York possibly that evening or the next morning, Sunday; that the cause of this was his, Sebold's, last interview [redacted] and that both men don't know where they are going any more. He said the whole bunch, including [redacted] was also scared. Sebold told Eichenlaub [redacted] had probably misunderstood his reason for wanting to see [redacted] that he had wanted to see [redacted] to make sure that he was not an English spy.

65-1819

b7c

He told EICHENLAUB about this conversation with [REDACTED] namely, that he has said he would not be able to take such an important message from some man that he did not know and send it to the other side; that this [REDACTED] may be an English spy and that he had based this suspicion on the fact that [REDACTED] had told him that [REDACTED] came into the United States [REDACTED] that he felt any Canadian who has a wife in the Bronx and has a position as [REDACTED] on an English boat would not have to go through such tactics in order to visit his wife; that he would easily be able to get a permit to enter the United States. He further told Eichenlaub that he has strict instructions from Germany to investigate the origin of any such information, particularly, such information as that given by [REDACTED] regarding meeting places of English convoys, as such information might call out a fleet of battle ships and submarines and cause the German government a great deal of trouble and expense if the information were false. EICHENLAUB appeared to be a little more at ease but said he still does not know what side SEBOLD is on.

Sebold then told him that Stade had said that [REDACTED] is a friend of his and he suggested that Eichenlaub call on [REDACTED] and ask about him, Sebold; that [REDACTED] would probably know something about him. He was able to convince Eichenlaub that everything was all right and Eichenlaub went to the telephone to call up Stade to tell him to stay in town, however, he came back and said the operator told him that the phone was disconnected. Eichenlaub said that the men would probably come to see him once more before they left and he will tell them to stay. He said in any event, in case he cannot reach them any more, they are going to give him a telephone call from their hiding place.

SEBOLD will further testify in his conversation he could not determine definitely whether Stade and [REDACTED] were afraid of him or [REDACTED] Eichenlaub said that he could not afford to be mixed up in such a thing; that he has to take his business into consideration, however, he asked [REDACTED] had left for Germany. He told him he did not know.

He then left Eichenlaub.

65-1819

June 16,
1941.

SEBOLD will testify from his notes that he received a letter from LEO WAALEN, postmarked New York, June 14, 1941, reading as follows:

" Monday 7:30 Lee."

(Exhibit 1A31-5)

That at about 7:15 P.M. WAALEN walked into his office. He said he was not going to buy a field glass with the \$100 Sebold had given him as there is no use of having one any more because of all the ships in the New York harbor have their names painted over. Waalen asked him about Fehse, and wondered how it happened that Fehse got caught. He told him that he was probably picked up as a result of one of the letters which he was sending to Germany.

b7C

They also talked about Stade [REDACTED] particularly about their being frightened again. Waalen said he was going to stay away from Eichenlaub's place. He said he wanted to see him, SEBOLD. Again the following Monday, June 23rd, at 7:30 P.M. Waalen handed him the following items to be sent to Germany:-

1. A typewritten message in German which, translated, reads as follows:
"The Navy Department, Bureau of Supplies and Accounts, Washington, D.C. on June 13 opens the bids for the construction of 32 Harbor Tugs, etc."
2. The following sea charts:
 - A. U.S. East Coast, Maine Portland Harbor, U.S.C. & G.S. 325.
 - B. New Jersey Inland Waterways, Manasquan to Cape May, U.S.C. & G.S. 3243.
 - C. U.S. East Coast, Chesapeake, Va., Rappahannock River Entrance and Great Wicomico, U.S.C. & G.S. 534.
 - D. U.S. East Coast, New Jersey-Delaware, Delaware Bay, U.S.C. & G.S. 1218.
 - E. U.S. East Coast, Virginia, Chesapeake Bay, Wolf Trap to Smith Point, U.S.C. & G.S. 1223.
 - F. U.S. East Coast, New Jersey, Sea Girt Light to Little Egg Inlet, U.S.C. & G.S. 1216.

65-1819

It is observed that some of these sea charts bear the inked identifying initials, "L.E.O." and "G.R. HOFF".

b7c He will further testify that at about 8 P.M. he went to EICHENLAUB'S place and there found BANTE. He told him and Eichenlaub that he was willing to pay the \$200 [REDACTED] Stade for their information and that they did not have to go into hiding. Bante said that they would probably telephone in a day or two from "up there" referring to the CATSKILL MOUNTAINS.

EICHENLAUB and BANTE then laughed about the whole thing, namely, about these men being suspicious of him, SEBOLD. Both said it will be all right for these men to "cool off" for a few days.

Then Bante started talking about the dirty deal the Germans are getting in America. He said he does not see any crime in spying, and that he would not care if he goes to jail; that he would tell the Judge the same thing if he is arrested one of these days.

65-1819

June 18,
1941

SEBOLD will testify that with the assistance of Special Agent Ellsworth he wrote out and mailed the following letters:

1. Addressed to [REDACTED]
Rio de Janeiro, which read:

"New York, June 18, 1941

b7C

Dear [REDACTED]

[REDACTED] I have not heard from you. I have seen [REDACTED] and he is all right. Please answer by registered letter.

Yours truly,

Harry Sawyer"

(Exhibit 1A -)

2. Addressed to FREDERICK DUQUESNE, 170 Broadway,
New York City, which read:

"New York, June 18, 1941

Dear Duquesne,

Meet me Monday, 5 P. M. Tree.

Harry"

(Exhibit 1A -)

65-1819

June 19, 1941

SIEGLER will testify that he received a letter addressed to himself as HARRY SAWYER at Post Office Box 67, Madison Square Station, postmarked Hoboken, New Jersey, June 18, 1941 which reads:

"DEAR HARRY

MEET YOU TOMORROW EVENING 7:00 P.M. THURSDAY AT COLUMBUS.

REGARDS

METZGER

IMPORTANT "

He will testify from his notes that he went to Columbus Circle, arriving at about 7:00 p.m. and there was met by STIGLER instead of SIEGLER. STIGLER stated that SIEGLER had not been able to come because he was busy. He also stated that he would sail on June 19th on the S.S. SANTA CLARA of the Grace Line to Valparaiso, Chile. He said that he wanted an address in South America so that he could write to someone in order to gather information and make contacts. He gave him the address of [REDACTED]

b7C

STIGLER stated that [REDACTED] had sent a telegram from Berlin signed [REDACTED] indicating that she would send something soon. STIGLER also stated that there is a man by the name of [REDACTED] Elmira, New York, who is related in some way to [REDACTED]. He asked STIGLER if this man [REDACTED] is doing anything in the spy ring. STIGLER stated he did not know for sure; that the man did not declare himself. However, he stated that [REDACTED] the German Army and is now in correspondence with a man by the name of [REDACTED] in Stuttgart, Germany. [REDACTED] is also another ace or has something to do with German aviation.

65-1819

STIGLER also stated that ERWIN SIEGLER has taken a job on the S.S. BRAZIL as second butcher and is sailing to Argentina. STIGLER did not talk as though he or SIEGLER would jump ship.

He left STIGLER in Central Park as about 7:20
P.M.

65-1819

June 19,
1941

SEBOLD will further testify that as he had an accumulation of material to be sent to Germany he, at about 4:30 p.m., telephoned AShland 4-2030. A girl answered the call, and he asked for [REDACTED] who shortly thereafter came on the telephone. He said to [REDACTED] "This is Harry." [REDACTED] immediately stated, "I tend to you later," and then hung up. About twenty minutes later the telephone rang at his, SEBOLD'S, office, and upon answering it was [REDACTED] who stated he was calling from a public telephone booth. He said he was busy and would not be able to come to his, SEBOLD'S, office that day, but would come the following Tuesday, June 24, 1941, between 6:00 p.m. and 7:00 p.m.

June 20,
1941
b7c

SEBOLD will testify that Agent [REDACTED] turned over to Agent Ellsworth and himself coded messages number 163, 164, and 165 which he stated had been received from Station AOR. These messages, when decoded and translated, read as follows:

No. 163

WE LEARNED THROUGH EXCHANGE TELEGRAPH REPORT THAT IN MEXICO CITY A SECRET TRANSMITTER IS SUPPOSED TO HAVE BEEN PICKED UP WHO ALSO IS SUPPOSED TO HAVE SENT SHORT WAVE PROPAGANDA. IN ORDER THAT YOU WILL NOT BE ENDANGERED WE REQUEST YOU - - CONT

No. 164

CONT. - IN VIEW OF THE CONDITION IN MEXICO DISCONTINUE THE RADIO CONTACT WITH GLENN UNTIL SUCH TIME AS YOU RECEIVE AN ORDER TO THE CONTRARY FROM US. HEARTY GREETINGS.

No. 165

REGARDING MESSAGES 163 - 164. IN SPITE OF THEM, PLEASE CONTINUE TO OBSERVE [REDACTED] AND REPORT WHETHER CHANGES ARE NOTICEABLE IN HAND SENDING. OTHERWISE PROCEED AT IRREGULAR TIME INTERVALS WITH CLEARLY REASONABLE TRAFFIC IN ORIGINAL CODE.

He will also testify that at about 8:30 p.m. he was passing by Eichenlaub's Restaurant. EICHENLAUB

65-1819

(June 20, 1941 - cont'd)

was standing in front of his place of business; so he stopped and talked with him. EICHENLAUB remarked that the two fellows, STADE [REDACTED] were coming to his place that night. He told EICHENLAUB he did not want to see them except on business matters or that relating to information to be sent over, and that he did not want to be bothered by their personal opinions of himself. EICHENLAUB said that was all right; that he would let him know in the near future what they said and what they wanted to do.

June 21,
1941

SEBOLD will testify that he again saw EICHENLAUB about 6:00 p.m., which was Saturday evening, and EICHENLAUB said that STADE [REDACTED] were coming to his restaurant on the following Monday night about 9:00 p.m.; that he, SEBOLD, should drop in at that time.

b7C

June 23,
1941,
Monday

He will testify that at about 7:30 p.m. LEC WAALEN came to his office, 152 West 42nd Street, and handed him a bluish-green paper sack bearing the stamp RITZ. The bag contained the following sea charts:

1. U. S. East Coast - Chesapeake Bay - Maryland, Chester River, U. S. C. & G. S. 548.
2. U. S. East Coast - Maryland - Virginia, Potomac River, Entrance to Piney Point, U. S. C. & G. S. 557.
3. U. S. East Coast - Maryland - Wicomico River, U. S. C. & G. S. 567.
4. U. S. East Coast - Virginia, Chesapeake Bay, U. S. C. & G. S. 1222.
5. St. Lawrence Chart No. 5 Catalogue 15.

WAALEN said that he had recently seen EBELING but EBELING had no news for him, SEBOLD. He told WAALEN that he had heard through his official that MRS. SCHUH had arrived safely in Berlin. WAALEN said MR. SCHUH would be glad to hear this. WAALEN

65-1819

(June 23, 1941 - cont'd)

said he would return to see him, SEBOLD, the following week, on Wednesday, at 7:30 p.m. He left at about 7:45 p.m.

b7c
SEBOLD will further testify that at about 8:45 p.m. he dropped into EICHENLAUB'S place but no one was in except a woman, so he left and returned about 9:30 p.m., at which time he asked [REDACTED] if STADE was there. She said he was not but had telephoned at about 7:30 p.m. [REDACTED] would be in shortly. He then went out on the street and shortly thereafter returned, and observing EICHENLAUB behind the bar, entered, had a glass of beer, and asked EICHENLAUB about STADE. EICHENLAUB stated that STADE had been on the beach and had cut his leg, and therefore was unable to come.

June 24,
1941

SEBOLD will testify that he received in Post Office Box 67, Madison Square Station, New York City, a letter from DUQUESNE which was addressed to him as HARRY SAWYER and postmarked at New York, June 23, 1941, 5:30 p.m., and contained the following items:

1. A typed note reading "Cannot be there. Make it Wednesday, if possible. Jim."
2. A typed report on stationery bearing the seal and imprint of the United States Army, which reads: "New rocket and grenade gun. Throws rockets, hand grenades and incendiary bombs to a height of 1,500 feet with great rapidity and efficiency. The parachute is made of 'pliofilm', a transparent rubber for the flares. The guiding fins are folded inside the barrel and open when the projectile begins its flight. It also fires an anti-tank grenade of about 20 oz. The gun has a slotted base which fits over a grooved head that may be clamped to any solid body to ease the aiming and recoil."
3. A copy of the War Department Basic Field Manual-- Hand Grenades, #FM23-30.

b7c
He will further testify that he wrote out, and with Agent Ellsworth encoded message number 298, which was turned over to Agent [REDACTED] for transmission to Germany. This message read:

HAVE RECEIVED THE SIX THOUSAND DOLLARS.
GREETINGS. 836

65-1819

(June 24, 1941 - cont'd)

b7C

He will also testify that at about 6:00 p.m. [REDACTED] entered his office, 152 West 42nd Street, and he handed [REDACTED] a group of microphotographs taken of material given to him to be sent to Germany. [REDACTED] asked if he had any large pieces of material. He told him he had not but might have some the next time. [REDACTED] then approached him and, whispering in his ear, stated he might have some trouble getting the material to Germany on account of the Russian war; that the stuff had been previously shipped from Japan by way of Siberia. He then asked in a whisper when he should call again. He, SEBOLD, told him he would telephone him when he had more material. [REDACTED] left at about 6:03 p.m. The following microphotographs were turned over to him:

1. One micro of the page received from ROEDER dated May 8, 1941 which begins: "From Carr, April 23, 1941 micro 1, etc."
2. Two micros of page 8 and 9 of the New York Sun for October 28, 1939 bearing the headline "Panorama Depicts Great Britain's Navy Without Including Ships in 1939 Building Program." These were received from WAALEN on May 12, 1941.
3. One micro of page 1 only of a two-page report received from WAALEN May 12, 1941 beginning "The Sun Shipbuilding and Dry Dock Co." The other page was not cleared by the Bureau.
4. Thirty-four micros of Catalogue No. 598 of the U. S. Coast and Geodetic Survey which were received from WAALEN May 12, 1941.
5. One micro of a report from WAALEN received May 27, 1941 beginning "The Albina Engine and Machine Works, Inc., Portland, Ore."
6. One micro of a report received from WAALEN June 4, 1941 beginning "A further 112 10,000 dwt ton freighters."
7. The following microphotographs of material from DUQUESNE:
 - A. Six micros of a magazine article entitled Soldier Engineers as well as a typed report beginning "New Experimental Fighting Bombers" received by letter from DUQUESNE postmarked New York, June 4, 1941.

837

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(June 24, 1941 - cont'd)

- B. One microphotograph of a picture from a magazine entitled "Directional Radio Record in Reverse to Locate Planes," and of a picture from a magazine bearing the title "Moving Target Primes Marines for Dive Bombers" and of a typed note beginning "When U. S. is Ready they will put air bases at or as near as possible to places marked." These items received personally from DUQUESNE May 28, 1941.
- C. Four micros of a map of the world on which blue pencil cross marks have been made bearing the heading "Safe-guarding our American Liberty." This item received from DUQUESNE May 28, 1941.

June 25,
1941

WILLIAM SEBOLD will testify that at about 5:00 p.m. DUQUESNE approached him in City Hall Park, Lower Manhattan. He told DUQUESNE that he had an office and he would like to have him get acquainted with it as he might need his presence and assistance from time to time inasmuch as he was more experienced than he was in spy matters. He then gave DUQUESNE his business card on which the address of his office, 152 West 42nd Street, was printed, and told him to follow to the office. He, SEBOLD, then took the BMT Subway and proceeded to his office. About ten minutes later DUQUESNE walked in. He had previously made copies of radio messages 146 and 147 received May 23, 1941, and messages 155 and 156 received June 4 and 5, 1941, respectively. DUQUESNE, after entering the office, kept looking all over the place and asking, "Where are the mikes?" DUQUESNE opened the towel chest and looked in all the corners. SEBOLD then invited DUQUESNE to have a seat and then he went into detail about some Diesel engines for about twenty or thirty minutes. DUQUESNE then said he thought he could talk. He handed DUQUESNE the above referred to radio messages which he read. With reference to message 155, it reads:

FOR DUNN. IT IS IMPORTANT TO RECEIVE ALL INFORMATION OUT OF U. S. ARMY. AT ALL EVENTS THEREFORE TAKE ON [REDACTED]

b7c

and DUQUESNE said that [REDACTED] is now O.K. and he would therefore make contact with him.

828

65-1819

(June 25, 1941 - cont'd)

However, he said he had lost his address, that is, the one he gave him. SEBOLD, and asked him to get it for him again. He said that [REDACTED] had a brother in the German Intelligence Division. He also said he would make arrangements for [REDACTED] to contact him, SEBOLD. DUQUESNE had nothing to say with reference to message 156, which [REDACTED] instructs that no further materials be sent via WANG; that such materials should go by way of [REDACTED] and states that they have not yet received the book from DUNN. He also had nothing more to say about messages 146 and 147, which request the name of the Japanese consular member to whom he, DUQUESNE, gave the breech block and the poison gas information. He also said that he did not know much about the man in Dakar, Africa. DUQUESNE said he could not go to the Japanese Consulate any more as they would not recognize him. He then reached down and rolled up one of his pants legs and took an envelope out of his sock. He opened this envelope and handed it and its contents to him, SEBOLD. The contents of the envelope were as follows:

- b7C
1. Sketch and photograph of the Garand semi-automatic rifle, on the back of which is typed the following statement: "Beautifully balanced, fairly accurate, easy to handle but jams when it heats up. The gasses carbonize the operating mechanism in about 30 shots and the operation becomes erratic. This was at the maneuvers under battle conditions."
 2. Sketch of an airplane, on the back of which is typed "New design accepted by gov."
 3. Drawing of a tank, on the back of which is typed "latest model light tank for air transport."
 4. Picture of a model of the PT10, on the back of which is typed the following statement: "Model at Navy Dept. Mosquito boat. 70' overall. 1350 horsepower Packard marine engines--excess of 60 miles per hour. Armament 4 - 21" torpedo tubes, 4 - 50 cal machine guns in turrets. Bases for depth bomb projectors permanently fixed to decks. Crew one or two officers and eight enlisted men."
 5. Picture of a gun, on the back of which is typed "Grenade projector."
 6. Typed statement which reads "Chrysler auto works have turned out two of the 25-28 ton tanks that are still untried in my opinion although they have had limited field tests. One is at west point and the other I saw at the Tennessee maneuvers. It is a

65-1819

(June 25, 1941 - cont'd)

powerful looking machine with 3 inch armor, one 75 cannon, one 37 cannon, eight machine guns, radio two way, first aid equipment, smoke screen tanks. It has deflectors at each end. These are swivelled plates of armor steel placed so that fire from the machine guns can be deflected downward or sidewise by changing the angle of the plate. Thus shooting downwards into trenches or baby pill boxes. The baby pill boxes used in Tennessee maneuvers are made either of reinforced concrete or steel sections which are sunken into the ground, level with the surface so that a man can hide in one comfortable and out of sight. A tank can go right over this pill box without any great injurt to its shape. all it does is to squeeze it into the ground a little. as soon as the tank passes the occupent of the box opens with a tommy gun or a grenade hand thrown, or fired out of the pistol illustrated. The system looks successful for prepared defense. The deflector plates throw a stream of bullets straight into one of these boxes as the tank passes over it. They boxes are made on the ground of concrete in a knockdown mold; the holes were made in a few minutes with a big auger aperated by a desel engine. The mold was dropped into the hole and the concrete was poured around it, the earth wall being the outside of the mold. As soon as the cement was set the inside mold was removed. The steel boxes used in soft earth were brought ready to assemble and where possible were forced into the earth by thr weight of a tank."

DUQUESNE then asked if he had received the Wheeling newspaper which he had sent. He told himthat he had. Then DUQUESNE talked about his trip and the expenses attached to it. He said he would have liked to have had him along on the trip. He said he had learned a lot of information by talking to United States officers. He also stated that four Negroes of the Tuskegee Institute are being trained in Washington to act as secret service agents on the west coast of Africa. He said that he tried to get hold of some sea charts while in Washington, particularly at the Government Printing Office. However, he had no success. Then he took a piece of paper out of his pants pocket and gave the following names to him, SEBOLD:

b7C

[REDACTED] of Austria [REDACTED] a friend of [REDACTED], who is now in Germany and has been there since the war started. [REDACTED] has a British passport. DUQUESNE said these are playboys who indulge in wine and women and who are in contact with United States oil interests. He said that they rotate between Mexico City and Washington.

65-1819

(June 25, 1941 - cont'd)

[REDACTED] a movie actress.

[REDACTED] who was a private in the German Army and is living in the Hotel Pierre in New York and occasionally in the Willard Hotel in Washington, D. C.

b7c

[REDACTED] who is mostly in Mexico City when he is not in Washington. He said [REDACTED] runs around with a former candidate for the presidency of Mexico. He also moves in the same circles as the above people at the Hotel Willard in Washington and the Pierre Hotel in New York.

DUQUESNE said he has been wanting to get out of the United States but has been stopped by a man named [REDACTED] (who is called [REDACTED] in Germany). He said this man is Irish and attached to the Federal Bureau of Investigation. DUQUESNE said he hates the Irish and that they are all "squealers." He told DUQUESNE that he now has some dynamite and fuse. DUQUESNE said that he needs a piece of slow-burning fuse in order to blow up the blueprint room in the General Electric plant in Schenectady. He said he made a survey of the plant a year ago. He then went into a discussion of sabotage methods. He said if anyone wants to start a fire such as the one that occurred in the New Jersey docks recently, he can be driven past the place in a motor car and be equipped with a bow and arrow. The arrow is fitted with a detonation cap and phosphorus. The arrow is shot into a bale of hay or other inflammable material and the car goes on. DUQUESNE also stated that another method is to hide a piece of phosphorus in a piece of chewing gum and to walk through a factory and to spit the chewing gum out in a room of about eighty degrees temperature, which would cause the gum to melt and allow the phosphorus to start burning. He also demonstrated folding a piece of phosphorus into a piece of chewing gum or candy and then placing a piece of phosphorus lead or other weight in the package and then carrying several of these in a pocket which has a hole in it. He said a man could stop at various advantageous points in a plant and drop the little incendiary packages into inflammable waste through the hole in his pants leg and thus start fires at various intervals in the plant. He said he has done this many times; that once he dropped such a thing through a hole in his pocket and it stuck to his pants leg and it caused him a lot of trouble.

DUQUESNE then went into his personal background. He stated that his father was some kind of an official connected with the export or the control of merino sheep in Spain and Africa.

65-1819

(June 25, 1941 - cont'd)

He said that he personally had once killed a man and that the English had sent him to Bermuda to be sentenced to death; that he spent months in the murderer's row there and finally escaped to the United States. He also told about his Bellevue Hospital experiences in the psychopathic ward in New York. He said he was paralyzed from his hips down, but kept himself flexible by exercise under the bed-sheets and by sawing through the prison bars. He said that while he was in prison a German Canadian named [REDACTED]

[REDACTED] offered him ten percent of forty million dollars to betray Germany; that [REDACTED] was a German but was acting as a British counter-spy. DUQUESNE said he refused to betray Germany. He said he was also acquainted with [REDACTED]

[REDACTED] as well as with [REDACTED] German Intelligence. b7C
He said that he had been approached by eight Germans since the last war who wanted him to engage in activities for Germany. He said he could not understand why the Germans do not pay him more money now; that they used to pay him \$125 a month for rent expenses for the office of the Air Terminals Company on 42nd Street; also, that they used to wine and dine him. He said he used to be paid in old-fashioned large size American currency off German ships. He said he used to have his clothes tailored at the same place that JIMMY ROOSEVELT had his tailored and went into a discussion of President ROOSEVELT'S family. He said he now has to wear JOHN DAVID \$29.50 clothes.

DUQUESNE said that in recent years he has been acquainted with HEINRICH SORAU, as well as with various members of the German Flying Club in Long Island, including [REDACTED], BLANK, MEYER, [REDACTED]. He said he also had been acquainted with members of the Junkers Airplane Works who used the flying club as headquarters while they were in America. He also said that ELSE WEUSTENFELD is still working "down there" and that [REDACTED] who were bombed out of 17 Battery Place, are connected with the Transocean News Service.

DUQUESNE said that he had left his office and that he, SEBOLD, should write him in care of Eve-Lyn Studio, at 24 West 76th Street. He left after having been with him, SEBOLD, nearly three hours.

June 30,
1941

SEBOLD will testify that with Agent Ellsworth he wrote out and they encoded the following message which was turned over to Agent [REDACTED] for transmission to Germany:

65-1819

(June 30, 1941 - cont'd)

No. 299

NEWSPAPER REPORT ARREST HERE OF 29 AGENTS. I BELIEVE EVERYTHING IS STILL ALL RIGHT. BELIEVE HARRY SAFE. I CANNOT BE ON AIR LONG BUT WILL LISTEN FOR YOU EVERY DAY TWO THOUSAND GMT. OSCAR OPERATOR.

July 9,
1941

b7c
He will testify that with Agent Ellsworth he wrote out and they encoded the following message which was turned over to Agent [REDACTED] for transmission to Germany and which read:

No. 300

FROM TODAY ON I WILL ONLY TRANSMIT IF I HAVE SOMETHING FOR YOU AND WHEN YOU TRANSMIT INDICATE THAT YOU HAVE SOMETHING FOR ME, OTHERWISE I SHALL NOT ANSWER, OSCAR OPERATOR.

843

65-1819

The following witnesses will testify as to information developed as a result of meetings between WILLIAM G. SEBOLD and the subjects hereinbefore named, at [REDACTED] Office, Room 629, Newsweek Building, 152 West 42nd Street, New York, New York. [REDACTED] witness(es), with the exception of WILLIAM SEBOLD, [REDACTED]

[REDACTED] Federal Bureau of Investigation, and [REDACTED] former Special Agent, are Special Agents of the Federal Bureau of Investigation.

This information is here set out alphabetically by subjects and chronologically as to each subject. Of the following named witnesses, Special Agents [REDACTED] are the only persons, other than WILLIAM SEBOLD, who knew and understand the German language. Consequently, [REDACTED] are indicated as the only persons who monitored the conversations, even though, in each instance, all persons present were equipped with earphones which were attached to microphones in SEBOLD's office, and all persons present monitored said conversations. In each instance, the conversations were recorded on Presto recording equipment maintained in Room 629, Newsweek Building, 152 West 42nd Street, New York City. In each instance the records were played back and transcribed by Special Agent [REDACTED] with the exception of two meetings where [REDACTED] was not present and on which two instances the records were played back and transcribed by Special Agent [REDACTED]. These two meetings were a meeting between SEBOLD and HERMAN LANG, on February 6, 1941, and a meeting between SEBOLD and ERWIN SIEGLER on April 9, 1941. In each instant each witness observed the subject in the room with SEBOLD, unless hereinafter indicated to the contrary.

b7C

The testimony of the witnesses hereinafter named is set out in detail chronologically under each witness's name.

Special Agent [REDACTED] will testify that under the direction of Special Agent [REDACTED] he arranged for the rental of Room 629 in the Newsweek Building, located in 152 West 42nd Street, New York City, and that on November 22, 1940, [REDACTED] under the name of [REDACTED] executed a lease with [REDACTED] Newsweek Building, [REDACTED] located on the lower floor of Room 629, [REDACTED] installed [REDACTED] telephone number [REDACTED]

RLJ:JKB 2

65-1819

b7c
Agent [REDACTED] and former Special Agent [REDACTED] install a microphone in Rooms 627-8, which is the office of WILLIAM SEBOLD. He also observed the above Agents installing an x-ray mirror in the wall which separates Room 629 from Rooms 627-8.

65-1819

MAX BLANK
PAUL FEHSE

March 21, 1941

Witnesses:

WILLIAM G. SEBOLD

[REDACTED]

- Monitored the conversation.
- " " "
- Took motion and still pictures.
- Recorded the conversation.

HEINRICH CLAUSING
PAUL FEHSE
LEO WAALEN

March 12, 1941

b7C

Witnesses:

WILLIAM G. SEBOLD

[REDACTED]

- Monitored the conversation.
- " " "
- Took motion and still pictures.
- Recorded the conversation.

CONRADIN OTTO DOLD

January 22, 1941

Witnesses:

WILLIAM G. SEBOLD

[REDACTED]

- Monitored the conversation.
- Took motion pictures.
- Took leica photographs.
- Recorded the conversation.
- Assisted in recording and observed DOLD.

65-1819

PAUL OTTO ALWIN FEHSE

January 20, 1941

Witnesses:

WILLIAM G. SEBOLD



- ⇒ Monitored the conversation.
- ⇒ " " "
- ⇒ Took motion pictures.
- ⇒ Took still pictures.
- ⇒ Recorded the conversation.

PAUL OTTO ALWIN FEHSE
LEO WAALEN & HARTWIG KLEISS

January 25, 1941

b7c

Witnesses:

WILLIAM G. SEBOLD



- ⇒ Monitored the conversation.
- ⇒ Took motion pictures.
- ⇒ Took still pictures.
- ⇒ Recorded conversation.

PAUL FEHSE

January 30, 1941

Witnesses:

WILLIAM G. SEBOLD



- ⇒ Monitored the conversation.
- ⇒ Took motion and still pictures.
- ⇒ Recorded the conversation.

February 10, 1941

Witnesses:

WILLIAM G. SEBOLD



- ⇒ Monitored the conversation.
- ⇒ " " "

65-1819

- ↳ Took motion and still pictures.
- ↳ Recorded the conversation.

February 19, 1941

Witnesses:

WILLIAM G. SEBOLD

- ↳ Monitored the conversation.
- ↳ " " "
- ↳ Took motion and still pictures.
- ↳ Recorded the conversation.

b7C

PAUL FEHSE and
LEO WAALEN

February 25, 1941

Witnesses:

WILLIAM G. SEBOLD

- ↳ Monitored the conversation.
- ↳ " " "
- ↳ Took motion and still pictures.
- ↳ Recorded the conversation.

PAUL FEHSE

March 3, 1941

Witnesses:

WILLIAM G. SEBOLD

- ↳ Monitored the conversation.
- ↳ " " "
- ↳ Took motion pictures.
- ↳ Recorded the conversation.

65-1829

March 5, 1941

Witnesses:

WILLIAM G. SEBOLD



-
- Monitored the conversation.
- " "
- Took motion and still pictures.
- Recorded the conversation.

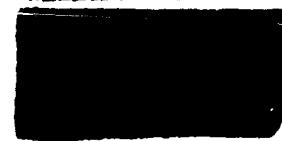
PAUL FERSE

LEO WAALEN

March 10, 1941

Witnesses:

WILLIAM G. SEBOLD



-
- Monitored the conversation.
- " "
- Took motion and still pictures.
- Recorded the conversation.

PAUL FERSE

HEINRICH CLAUSING

LEO WAALEN

March 12, 1941

Witnesses:

WILLIAM G. SEBOLD



-
- Monitored the conversation.
- " "
- Took motion and still pictures.
- Recorded the conversation.

PAUL FERSE

March 17, 1941

Witnesses:

WILLIAM G. SEBOLD



-
- Monitored the conversation.
- " "

65-1819

- Took motion and still pictures.
- Recorded the conversation.

PAUL FEHSE
HEINZ STADE

March 19, 1941

Witnesses:

WILLIAM G. SEBOLD

- Monitored the conversation.
- Took motion and still pictures.
- Observed activity and made notes on same.
- Recorded latter part of conversation.

b7c

(Note: Due to technical difficulties, only a part of this conversation was monitored and only about half of the conversation was recorded.)

PAUL FEHSE
MAX BLANK

March 21, 1941

Witnesses:

WILLIAM G. SEBOLD

- Monitored the conversation.
- " " "
- Took motion and still photographs.
- Recorded the conversation.

PAUL FEHSE

March 27, 1941

Witnesses:

WILLIAM G. SEBOLD

- Monitored the conversation.

65-1819

- Took motion and still pictures.
- Recorded the conversation.

March 28, 1941

Witnesses:

WILLIAM G. SEBOLD

- Monitored the conversation.
- Took motion and still pictures.
- Recorded the conversation.

HARTWIG KLEISS
PAUL FEHSE
LEO WAALEN

b7C
January 25, 1941

Witnesses:

WILLIAM G. SEBOLD

- Monitored the conversation.
- Took motion pictures.
- Took leica photographs.
- Recorded the conversation.

HERMAN LANG

February 6, 1941

Witnesses:

WILLIAM G. SEBOLD

- Monitored the conversation.
- Took motion and still pictures.
- Recorded the conversation.
- Observed Lang and assisted in recording.

(Note: Due to technical difficulties, only one-half of this conversation was recorded.)

65-1819

March 7, 1941

Witnesses:

WILLIAM G. SEBOLD

[REDACTED]

- Monitored the conversation.
- " " "
- Took motion and still pictures.
- Recorded the conversation.

RENE MEZENEN

December 10, 1940

Witnesses:

WILLIAM G. SEBOLD

b7c

[REDACTED]

- Monitored the conversation.
- " " "
- Took motion pictures.
- Took still pictures.
- Recorded the conversation.

(Note: This conversation was in English.)

January 17, 1941

Witnesses:

WILLIAM G. SEBOLD

[REDACTED]

J. C. ELLSWORTH

- Monitored the conversation.
- Recorded and transcribed the conversation from the record.
- Monitored the conversation.
- Took motion and still pictures.
- Observed Mezenen briefly.

(Note: This conversation was in English.)

65-1819

CARL REUPER

December 16, 1940

Witnesses:

WILLIAM G. SEBOLD
EARL J. CONNELLEY,
Asst. Director

[REDACTED]

-
- Observed Reuper and monitored the conversation.
- Took leica photographs and monitored the conversation.
- Took motion pictures.
- Recorded the conversation.
- Assisted in recording the conversation.

b7C

(Note: There was no German-speaking Agent present at this meeting. The conversation, which was in German, was transcribed from the records by Special Agent [REDACTED])

EVERETT M. ROEDER

December 11, 1940

Witnesses:

WILLIAM G. SEBOLD

[REDACTED]

J. C. ELLSWORTH

[REDACTED]

- Monitored the conversation and made motion and still pictures.
- Observed ROEDER and monitored part of the conversation.
- Recorded the conversation.
- Observed ROEDER.

(Note: This conversation was in English.)

65-1819

ERWIN SIEGLER

December 20, 1940

Witnesses:

WILLIAM G. SEBOLD

- [REDACTED]
- ← Took motion and still pictures.
 - ← Recorded the conversation.

(Note: There was no German-speaking Agent present. The recorded conversation was transcribed by Special Agent [REDACTED] from the record.)

January 10, 1941

Witnesses:

WILLIAM G. SEBOLD

- b7C
[REDACTED]
- ← Monitored the conversation.
 - ← Took motion and leica pictures.
 - ← Recorded the conversation.

January 27, 1941

Witnesses:

WILLIAM G. SEBOLD

- [REDACTED]
- ← Monitored the conversation.
 - ← Took motion pictures.
 - ← Recorded the conversation.
 - ← Assisted in recording the conversations.

January 28, 1941

Witnesses:

WILLIAM G. SEBOLD

- [REDACTED]
- ← Monitored the conversation.

65-1819

J. C. ELLSWORTH
[REDACTED]

- Monitored the conversation.
- Took motion pictures.
- Took leica pictures.
- Recorded the conversation.
- Observed SIEGLER briefly.

March 4, 1941

Witnesses:

WILLIAM G. SEBOLD
[REDACTED]

b7c

-
- Monitored the conversation.
- Monitored the conversation.
- Took motion pictures.
- Recorded the conversation.

April 9, 1941

Witnesses:

WILLIAM G. SEBOLD
[REDACTED]

-
- Monitored the conversation.
- Took motion pictures.
- Recorded the conversation.
- Assisted in recording the conversation.

GEORG SCHUK
LEO WAALEN

Witnesses:

WILLIAM G. SEBOLD
[REDACTED]

April 12, 1941

-
- Monitored the conversation.
- Took motion and still pictures.
- Recorded the conversation.

RLJ:JKB 13

65-1819

HEINZ STAIDE
PAUL FEHSE

March 19, 1941

Witnesses:

WILLIAM G. SEBOLD

[REDACTED]

- Monitored and recorded the conversation.
- Took motion and leica pictures.
- Observed STAIDE, FEHSE and SEBOLD and made notes.
- Recorded the conversation.

(Note: Due to technical difficulties, only a portion of this conversation was monitored and recorded by Agents.)

b7C

ERICH STRUNCK

January 2, 1941

Witnesses:

WILLIAM G. SEBOLD

[REDACTED]

- Monitored the conversation.
- Took motion and still pictures.
- Recorded the conversation.
- Assisted in recording the conversation.

January 3, 1941

Witnesses:

WILLIAM G. SEBOLD

[REDACTED]

- Monitored the conversation.
- Took motion pictures.
- Recorded the conversation.

65-1819

January 31, 1941

Witnesses:

WILLIAM G. SEBOLD
[REDACTED]

- Monitored the conversation.
- Took motion and still pictures.
- Recorded the conversation.

February 28, 1941

Witnesses:

WILLIAM G. SEBOLD
[REDACTED]

b7C

- Monitored the conversation.
- " " "
- Took motion and leica pictures.
- Recorded the conversation.

March 1, 1941

Witnesses:

WILLIAM G. SEBOLD
[REDACTED]

- Monitored the conversation.
- " " "
- Took motion pictures.
- Recorded the conversation.

March 28, 1941

Witnesses:

WILLIAM G. SEBOLD
[REDACTED]

- Monitored the conversation.
- Took motion and still pictures.
- Recorded the conversation.

RLJ:JKB 15

65-1819

April 24, 1941

Witnesses:

WILLIAM G. SEBOID

- [REDACTED]
- Monitored the conversation.
 - Took motion and still pictures.
 - Recorded the conversation.

LEO WAALEN

December 16, 1940

Witnesses:

b7C

WILLIAM G. SEBOLD

E. J. CONNELLEY, Asst.
Director

- [REDACTED]
[REDACTED]
- - Monitored the conversation and observed Waalen.
 - Monitored the conversation and made motion and still pictures.
 - Recorded the conversation.
 - Assisted in recording the conversation.
 - Observed Waalen.

(Note: There was no German-speaking gent present, but the conversation was recorded and was later transcribed by Special Agent [REDACTED])

December 30, 1940

Witnesses:

WILLIAM G. SEBOLD

- [REDACTED]
- - Monitored the conversation.
 - Took motion and leica pictures.
 - Recorded the conversation.

65-1819

January 8, 1941

Witnesses:

WILLIAM G. SEBOLD

[REDACTED]

- Monitored the conversation.
- Took motion and leica pictures.
- Recorded the conversation.

January 21, 1941

Witnesses:

WILLIAM G. SEBOLD

b7c
[REDACTED]

- Monitored the conversation.
- Took motion and leica pictures.
- Recorded the conversation.
- Assisted in recording the conversation.

LEO WAALEN
PAUL FEHSE
HARTWIG KIEISS

January 25, 1941

Witnesses:

WILLIAM G. SEBOLD

[REDACTED]

- Monitored the conversation.
- Took still pictures.
- Took motion pictures.
- Recorded the conversation.

65-1819

LEO WAALEN
PAUL FEHSE

February 25, 1941

Witnesses:

WILLIAM G. SEBOLD
[REDACTED]

- Monitored the conversation.
- " " "
- Took motion and still pictures.
- Recorded the conversation.

LEO WAALEN

March 7, 1941

Witnesses:

b7C

WILLIAM G. SEBOLD
[REDACTED]

- Monitored the conversation.
- " " "
- Took motion pictures.
- Recorded the conversation.

LEO WAALEN
PAUL FEHSE

March 10, 1941

Witnesses:

WILLIAM G. SEBOLD
[REDACTED]
[REDACTED]

- Monitored the conversation, and recorded the conversation.
- Monitored and recorded the conversation.
- Took motion and still pictures.
- Recorded the conversation.

65-1819

LEO WAALEN
PAUL FEHSE
HEINRICH CLAUSING

March 12, 1941

Witnesses:

WILLIAM G. SEBOLD



- Monitored the conversation.
- " " "
- Took motion and still pictures.
- Recorded the conversation.

LEO WAALEN

March 31, 1941

b7C

Witnesses:

WILLIAM G. SEBOLD



- Monitored the conversation.
- Took motion and still pictures.
- Recorded the conversation.
- Assisted in recording the conversation.

April 5, 1941

Witnesses:

WILLIAM G. SEBOLD



- Monitored the conversation.
- Took motion and still pictures.
- Recorded the conversation.
- Assisted in recording.

65-1819

April 10, 1941

Witnesses:

WILLIAM G. SEBOLD

[REDACTED]

- > Monitored the conversation.
- > Took motion pictures.
- > Recorded the conversation.

LEO WAAIEN

GEORG SCHUH

April 12, 1941

Witnesses:

WILLIAM G. SEBOLD

b7C
[REDACTED]

- > Monitored the conversation.
- > Took motion and leica pictures.
- > Recorded the conversation.

LEO WAAIEN

April 16, 1941

Witnesses:

WILLIAM G. SEBOLD

[REDACTED]

- > Monitored the conversation.
- > Took motion and still pictures.
- > Recorded the conversation.

April 21, 1941

Witnesses:

WILLIAM G. SEBOLD

[REDACTED]

- > Monitored the conversation.
- > Took motion and still pictures.
- > Recorded the conversation.

65-1819

The following is supplemental to the information hereinbefore set out and contains information as to the meetings between subjects in this case and WILLIAM G. SEBOLD, at his office, Room 627-8, Newsweek Building, 152 West 42nd Street, New York City, from December 10, 1940 to June 10, 1941. This information is hereinafter set out chronologically.

RENE MEZENEN

December 10,
1940.

Witnesses:

WILLIAM G. SEBOLD.


Monitored the conversation.

" " "

Took motion pictures.

Took still pictures.

Recorded the conversation.

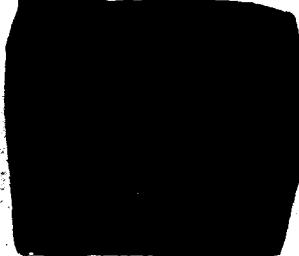
b7C

(Note: This conversation was in English.)

EVERETT M. ROEDER

December 11,
1940.

Witnesses:

WILLIAM G. SEBOLD.


Monitored the conversation

" " "

Observed ROEDER

" " "

Took motion pictures and still
pictures.

Recorded the conversation.

(Note: This conversation was in English)

65-1819

LEO WAALEN.

December 16,
1940.

Witnesses:

WILLIAM G. SEBOLD
E. J. CONNELLEY, Asst.
Director

Monitored the conversation and observed Waalen.

[REDACTED]

Monitored the conversation and observed Waalen, and made motion and still pictures.
Monitored the conversation and recorded the conversation.
Assisted in recording the conversation.
Monitored the conversation and observed Waalen.

(Note: There was no German-speaking Agent present, but the conversation was recorded and was later transcribed by Special Agent [REDACTED])

b7C

CARL REUPER.

December 16,
1940.

Witnesses:

WILLIAM G. SEBOLD.
E. J. CONNELLEY, Asst.
Director

Monitored the conversation, and observed REUPER.
Monitored the conversation, observed REUPER and made still pictures.
Monitored the conversation, observed Reuper, and made motion pictures.
Monitored the conversation, and recorded the conversation.
Assisted in recording the conversation.

[REDACTED]

(Note: There was no German speaking Agent present, at this meeting. The conversation, which was in German, was transcribed from the records by Special Agent [REDACTED])

65-1819

ERWIN SIEGLER

December 20,
1940.

Witnesses:

WILLIAM G. SEBOLD.
[REDACTED]
[REDACTED]

Observed SIEGLER, and monitored
conversation, and took motion
pictures.

Monitored the conversation,
and recorded the conversation.

(Note: There was no German-speaking Agent present. The
recorded conversation was transcribed by Special Agent
[REDACTED] from the record.)

LEO WAALEN

December 30,
1940.

Witnesses:

b7C
WILLIAM G. SEBOLD.
[REDACTED]
[REDACTED]
[REDACTED]

Observed Waalen, and monitored
the conversation.

Observed Waalen, and took motion
and still pictures.

Observed Waalen, and recorded
the conversation.

ERICH STRUNCK.

January 2,
1941.

Witnesses:

WILLIAM G. SEBOLD.
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Monitored the conversation, and
observed STRUNCK.

Took motion and still pictures,
and observed Strunk.

Observed Strunk and recorded
the conversation.

Assisted in recording the
conversation.

65-1819

ERICH STRUNCK

January 3,
1941.

Witnesses:

WILLIAM G. SEBOLD.

[REDACTED]

Monitored the conversation,
and observed STRUNCK.
Observed Strunk and took
motion pictures.
Recorded the conversation, and
observed Strunk.

LEO WAALEN.

January 8,
1941.

Witnesses:

WILLIAM G. SEROLD.

[REDACTED]

Monitored the conversation,
observed Waalen, and recorded
conversation.
Took motion and still pictures
and observed Waalen.
Recorded the conversation and
observed Waalen.

ERWIN SIEGLER

January 10,
1941.

Witnesses:

WILLIAM G. SEBOLD

[REDACTED]

Monitored the conversation,
and observed Siegler.
Took motion and still pictures,
and observed Siegler.
Recorded the conversation.

65-1819

Feb. 5,
1941

(Sent)

" Message #178

Swedish ship Dorothea loading suspiciously.
English ship Phemius important material. Armed.
Departure two nine or Feb. one. Greek ship
Ikapion loading for Greece. Another Greek ship
for England. Sail from here about Feb. five."

Feb. 7,
1941

(Rec'd)

" Message #99

Please pay Fink one two five. A further larger
sum through ^{you} personally in the next few days. [REDACTED]
should try to get still more material like the
first time. If he wants more money for it, give it
to him."

Feb. 9,
1941

(Rec'd)

" Message #100

To evaluate the material from [REDACTED] it is necessary
to learn where the material comes from. I assume
that it comes from Governors Island or Mitchell
Field. Greetings.

b7C

Feb. 6,
1941.

" Message #179

[REDACTED] Knorke now work together. I have sent
material with both to [REDACTED] Max will not take
anything more. Says he is not paid enough. Arrange
with [REDACTED] to get other connections so that I can
send things without loss of time."

Feb. 10,
1941

(Sent)

Message #180

Weather report.

65-1819

The following witnesses will testify as to information developed as a result of meetings between WILLIAM G. SEBOLD and the subjects hereinafter named, at SEBOLD's office, Room 627-628, Newsweek Building, 152 West 42nd Street, New York, New York. All witnesses, with the exception of WILLIAM SEBOLD, [REDACTED] Photographer, Federal Bureau of Investigation, and [REDACTED] former Special Agent, are Special Agents of the Federal Bureau of Investigation.

This information is here set out chronologically. On the following named witnesses, Special Agents, [REDACTED] [REDACTED] are the only persons, other than WILLIAM SEBOLD, who know and understand the German language. Consequently, [REDACTED] [REDACTED] are indicated as the only persons who monitored the conversations, even though, in each instance, all persons present were equipped with earphones which were attached to microphones in SEBOLD's office, and all persons present monitored said conversations. In each instance, the conversations were recorded on Presto recording equipment maintained in Room 629, Newsweek Building, 152 West 42nd Street, New York City. In each instance the records were played back and transcribed by Special Agent [REDACTED] with the exception of two meetings where [REDACTED] was not present and on which two instances the records were played back and transcribed by Special Agent [REDACTED]. These two meetings were a meeting between SEBOLD and HERMAN LANG, on February 6, 1941, and a meeting between SEBOLD and ERWIN SIEGLER on April 9, 1941. In each instant each witness observed the subject in the room with SEBOLD, unless hereinafter indicated to the contrary.

b7C

The testimony of the witnesses hereinafter named is set out in detail chronologically under each witness' name.

Special Agent [REDACTED] will testify that under the direction of Special Agent [REDACTED] he arranged for the rental of Room 629 in the Newsweek Building, located at 152 West 42nd Street, New York City, and that on November 22, 1940, [REDACTED] under the name of [REDACTED] executed a lease with [REDACTED] Newsweek Building, said lease running from December 1, 1940 to April 30, 1942; that he had the names of [REDACTED] painted on the door of Room 629; that office furniture was moved

65-1819

July 23,
1940

Continued:-

"
 sists of iron, steel, copper, grains, machine parts,
 airplane parts, and provisions."

July 23,
1940.

"
 July 23

Message #31

(Sent)

Fink says ship Atland is loading suspiciously. Various Greek ships as well as Norwegian ships which previously sailed to France lie inactive here at the moment. Probably, however, only until formalities have been settled and then to make runs to England. Ten Danish ships lie here in the harbor inactive as before. Queen Elizabeth is still here. There lies in the entire harbor district much material ready to be shipped, but few ships appear to be on hand. "

July 23,
1940.

"

Fink says the following ships have left. Delftdyk. Volendam. Tawali. Beranger. Hoerda. None of them armed. Still being loaded as mentioned in last report but ready to sail in few days to England, in most cases Liverpool. Western Prince. Kaituna, Kent. All armed and equipped with anti-mine rings. Arrived in the last few days ships Crispin, Porthunter. Appearance as reported, also anti-mine rings, distinguished by yellow cross upper part of hull. Also arrived are Kota Cede. Ville de Anvers. The other two Belgian ships Mercier and Jean Jadot now loading. Cargo is for most part addressed to France and Belgium but is routed to England."

July 24,
1940.

"
 July 24

Message #35

(Sent)

By key system do you mean system which you used in your first message? "

July 24,
1940

"
 July 24

Message #34

(Sent)

Dunn says four battleships and ten destroyers of Texas class going to Caribbean to scout for English with six hundred reserve officers and six hundred enlisted men.

65-1819

July 24
1940

Continued:-

"
The Todd dry dock have contract to put antibomb decks on US destroyers. Twenty new destroyers. Twenty from World War. Half with laminated decks. Explosion takes place before bomb reaches lamination. Conservative papers call for union between England and USA. Articles were written to be published when Roosevelt nominated. British Embassy US State Dept. British Bureau of Information drew up articles and State Dept. okayed them to publishers."

July 24
1940

(Sent)

" Message #33

Pink says in process of loading for England ships Marga, Heina, Bebray, Tungsna. Except for English ships, none is armed. Some have anti-mine rings. Ships which arrived over the weekend here were in convoy for three days out of England. The cargo of each ship consists of much steel, much copper, many airplanes and parts, automobiles, and parts, trucks, many provisions, oil, benzine, both in barrels, many boxes of machinery without markings except numbers as reported, apparently cannon or anti-tank cannon packed in large boxes. The Bernstein ship Panamania sailed from Baltimore with only a very secret cargo toward Liverpool. She had a fire in a hold before leaving."

July 25,
1940

(Sent)

"

July 25

Message #36

b7c Dunn says investigation being made by [redacted] of mask and cannister to stop chlorine. Members of British Diplomatic Corps, Bullitt and FDR in Hyde Park on twenty second, discussed Hitler's message. Army advisory board thinking of stopping production of Garand rifle because of poor results.

65-1819

July 25,
1940

(Rec'd)

May 29,
1940

(Sent)

July 29,
1940

(Rec'd)

July 31,
1940

(Sent)

b7C

" July 25 Message #23
Regarding message 35 we mean the key system used in our first message. Please send as a test an unimportant message in this system by sending through the source of Richards Anti-Pest Diet please. Leave the day of the week open but code the time according to the number code. Many greetings."

" July 29 Message #35
(Should have been #37)

I am sending you microphotos by mail. How shall I send you accumulated bulk materials? United States Lines no longer go to Europe. Greetings."

" July 29 Message #24

Please repeat the first sentence of your message 36 regarding chlorine. Does it concern new gas masks? Who is [REDACTED] Greetings."

" July 31 Message #39

Richards antipest diet is made in Ohio and sold in all local drug stores. One can buy a whole bunch of it cheap and I have already ordered 300 packages for the coming year.

(Note - above is test message of unimportant material using different system.)

July 31,
1940

(Sent)

" July 30 Message #38

Repeating message 36 Dunn says investigation being made by [REDACTED] of mask and cannister to stop chlorine. It concerns new gas masks. [REDACTED] is American of German descent in U.S.-Army.

65-1819

July 31,
1940

" July 30

Message #25

(Rec'd)

A new friend will arrive middle of September. Password - Bring Greetings from [REDACTED]. Your reply - Is he still with the Swift people? He will pay you \$1,000.00. We will radio later to whom to pay money. Regarding yesterdays inquiry send by Clipper or Export Line steamer via Portugal. Greetings."

July 31,
1940.

" July 31

Message #26

(Rec'd)

b7C
For Fink. Maintain connection with [REDACTED]. However, temporarily give further reports through Tramp. Visit with password. [REDACTED] is dependable. End."

July 31,
1940

" July 31

Message #27

(Rec'd)

For Stigler. Keep all positions. Best thanks. Keep working in the same spirit. End."

August 1,
1940.

" August 1

Message #28

(Rec'd)

Message of July 31st cannot be deciphered. Please code according to your system until further notice."

August 1,
1940.

" Message #29

(Rec'd)

Allison Motors - Carr shall proceed to Indianapolis and secure exact information. Stop. Regarding Dunn's letter June 1, shell dropped from plane by hand, made in Canada, extremely important. We request exact details. Many regards."

August 2,
1940

(Sent)

"

Allison Motor Carr on vacation in New England. Will be back July 21. Any other instructions? Stop next message is repeating my number 39 by your system."

65-1819

August 2,
1940

(Sent)

"
Richard Antipest Diet is made in Ohio and sold
in all local drug stores. One can buy a whole
bunch of it cheap and I have already ordered
300 packages for the coming year."

August 5,
1940

(Rec'd)

"
Message forty-one correctly coded except that the
spare spaces in rows 6-10 are set up as the mirror
image of the rows 1-5. From now on this example
is to be used. When, as in the case of July 31,
the letters on the margin do not suffice, add
to them from the next page. Good reception."

August 5,
1940.

(Rec'd)

"
Airplane carrier Saratoga is said to have delivered
large number of planes in Halifax. Tell all friends
to get details about this and make all effort to
obtain more data regarding deliveries to England."

August 8,
1940

(Sent)

b7C
"Instruct [redacted] to meet E. Strunck, steward on
Exochorda, left today. Letter follows."

August 12,
1940.

(Rec'd)

"
Friend reports you are under surveillance. Caution.
You must stay off the air for two weeks. We
remain ready to receive. Lilly's letter number
sixty-one received. Greetings."

August 12,
1940.

(Rec'd)

"
Extremely important to receive from you and friends
regular accurate details about deliveries from USA
and (routings by way of?) Canada to England."

August 15,
1940

(Rec'd)

"
On twentieth begin sending again on three days of each
week. First week Wednesday, Friday. Second week
Tuesday, Thursday, Saturday. Third week Monday,
Wednesday, Friday, etc."

August 15
1940

"
Continuation - You change your frequency daily and
furnish the new frequency in a message. Our frequency

65-1819

August 15
1940 - continued:

"
and other means of connecting remain the same
as until now. No new code system. "

August 22,
1940 "
(Sent) I will use following frequencies. Friday one
four three one four Tuesday three six two
Thursday three five naught Saturday three one
four."

August 22,
1940 "
(Sent) Lang requests that three thousand dollars be
deposited in marks in Dresdener Bank and his
sister be notified. He cannot come. Thick air."

August 23,
1940. "
(Sent) Your message 31 - The best available information
is the Saratoga is still on the west coast and
did not take any aeroplanes to Halifax. "

August 26,
1940. "
(Sent) Your message 31 - The best available information
is the Saratoga is still on the west coast and
did not take any aeroplanes to Halifax.

(Message #45 was repeated as reflected above since
it appears that it was not heard by AOR on August
23, 1940.)

August 26,
1940. "
(Rec'd) In the future Lilly shall only write to Eisenhandels-
gesellschaft (Iron or Hardware Supply Company),
Cologne on the Rhine, Norbertstrasse 50, as her
friend Heinrich is now stationed in Cologne. You
must sever connections with her. "

65-1819

August 26,
1940.

Continuation - As reasons say that you don't work for us any more. Dunn's letter of fourteenth this month and your letter No. 11 received. Don't let Dunn make you nervous too, and you be careful."

August 30,
1940

"

b7C

(Sent)

One ██████████ from England is trying to get information from Lilly. She will remain in contact with him and wishes instructions in regards to this matter. Please advise whether I should still sever connections.

August 31,
1940

"

(Sent)

My frequencies Monday 14,350 Wednesday 314 Friday 362."

September 4,
1940

"

(Rec'd)

We request drawings and newest data concerning hydraulic fuel pumps. Likewise of the new bombsight. See article in New York Herald Tribune of June 16. Can you obtain details?"

September 5,
1940

"

(Sent)

My frequency Tuesday 14,314; Thursday 380; Saturday 352. Please repeat date Herald Tribune article on bombsight. Please reply to my message 46 about Lilly."

September 5,
1940

"

(Sent)

U.S. Army training schedule for pilots follows - Nine hundred entered August will graduate May nineteen forty-one. Eleven hundred September graduate in June. One two three four graduate July. One two nine two in August. One two nine two men begin training each month after November this year."

65-1819

- September 9, " Answer to your message number 049. Article is in the New Herald Tribune of one six naught six one nine four naught. (June 16, 1940)."
(1940)
(Rec'd)
- September 9, " Lilly should be careful and report in writing. You personally will please sever connections as instructed."
(1940)
(Rec'd)
- September 10, " Metzger and Aufzug say submarine base and underground hangar being built on Saint Thomas."
(1940)
(Sent)
- September 12, " British Purchasing Commission has so far ordered two billion dollars of war supplies here. Sixty percent of this for aircraft supplies. Supplies paid for in cash. Carried by British ships. British Marine reported to be six million tons greater now than when war started."
(1940)
(Sent)
- September 12, " Metzger and Aufzug say submarine base and underground hangar being built on Saint Thomas."
(1940)
(Sent)
- September 14, " My frequency Monday 14380. Wednesday 314.
1940 Friday 362."
(Sent)
- September 16, " Carr reports one nine four Allison motors built up to October first nineteen thirty-nine. Total output up to August fifteenth this year seven one naught motors. August production this year one eight seven motors. Expect to produce two two naught motors in September and three hundred in October."
(1940)
(Sent)

65-1819

- September 16, " Your message 39. Proposed Congress investigation of German use of secret American bomb-sight refers to newspaper reports that German planes shot down in France were equipped with secret American bombsight. I find nothing about any other new bombsight. Is this the information you wanted?"
1940
(Sent)
- September 16, " I have severed connections with Lilly. My new address is Post Office Box three three four Central Post Office, New York."
1940.
(Sent)
- September 20, " Carr reports USA has sold four hundred thousand pistols to Canada. Guns left over from Philippine wars. Also sold them four million bullets. All for training purposes."
1940.
(Sent)
- September 20, " My frequency Tuesday 14350. Thursday 314. Saturday 380."
1940
(Sent)
- September 24, " Fink cannot keep a job here. Has trouble with Labor Relations Board. He requests advice can he return to Germany?"
1941
(Sent)
- October 12, " Message #59
1940 My frequency Monday is fourteen three six two.
(Sent) Wednesday three one four. Friday three five naught."
naught,"
- October 12, " Message #42.
1940
(Rec'd) Tell Fink his return here is agreeable."

65-1819

October 14,
1940 " Message #60

(Sent) Your message twenty five. Friend has not yet arrived. Friends and I are in money difficulties. Carr says he must have money immediately. I still have the fifteen hundred dollars you sent. Friends and I have not yet found the things you want to buy. Shall I pay Carr from this money?"

October 15,
1940 " Message #43

(Rec'd) Pay five hundred dollars to Carr. Two hundred dollars to Jimmy and two hundred fifty dollars to yourself. Use the rest of the money to enlist services of members of USA - USA Air Corps. This activity must be pressed. More money on the way."

October 16,
1940 " Message #61.

(Sent) Carr's friend from Sperry Gyro Company in England says English including Sperry are now manufacturing war supplies in old unoccupied ghost castles."

October 17,
1941 " Message #62.

(Sent) I hear S.S. GEORGE WASHINGTON is in drydock getting ready to carry supplies and men to Philippine Islands and to bring back American refugees from Japan."

October 18,
1940 " Message #63

(Sent) My frequency Tuesday fourteen three six two. Thursday three one four. Saturday three eight naught."

October 19,
1940 " Message #44

(Rec'd) For Carr. On Friday October twenty fifth nineteen forty one, between six and seven o'clock pm in New York at Nippon Club one six one West Ninety Third Street please hand [REDACTED] a letter of contents of your choosing, with signature [REDACTED] and the remark Kind Regards from Steamer."

b7C

65-1819

October 19,
1940
(Rec'd)

"
Message #46

Report weather conditions daily. Give time of observations. Barometer reading. Wind directions. Wind velocity. Condition of sky. Temperature. Visibility. Height of clouds. Weather tendency."

October 21,
1940
(Rec'd)

"
Message #47

Suggest change transmission in time to one P M as conditions are better then."

October 21,
1940
(Rec'd)

"
Message #45

Please uniformity in coding the messages otherwise decoding is extremely difficult and wastes time."

October 22,
1940
(Sent)

#64
Weather report.

October 23
1940
(Sent)

#65
Weather report.

October 24,
1940
(Sent)

#66
Weather report.

October 25,
1940
(Sent)

#67
Weather report.

October 25
1940
(Sent)

"
Message #68.

My frequency Sunday fourteen three six two Monday three eight naught Tuesday three five five Wednesday three six two Thursday three four six Friday three five naught Saturday three eight naught. I cannot broadcast tomorrow. See you Sunday."

65-1819

October 29, Message #69.
1940
(Sent) Weather report.

October 30, "Message #71
1940
(Sent) Carr followed instructions your message forty four.
[redacted] wants to meet [redacted] this Friday night Shall
I meet [redacted] Friday and report to you?"

October 30,
1940
(Sent) Message #70.
Weather report.

b7C
October 31, Message #72
1940
(Sent) Weather report.

October 31,
1940
(Rec'd) " Message #48.
Carr should not meet [redacted] yet first wait until
[redacted] letter is here and definite connection is
established."

October 31,
1940
(Rec'd) " Message #49
If the opportunity presents itself we have in mind to
establish a large deposit with a New Yorker bank.
We request recommendations as to how payments can be
made unsuspiciously or would you (plural) rather
receive large payment in (or through) Mexico."

November 1,
1940
(Sent) " Message 73.
Weather report.

65-1819

November 2,
1940
(Sent)

Message #74.

Weather report.

November 2,
1940
(Sent)

" Message #75.

My frequency Sunday fourteen three five naught.
Monday three six two. Tuesday three eight naught.
Wednesday three five five. Thursday three four
six. Friday three six two. Saturday three five
naught. "

November 2,
1940
(Rec'd)

" Message #50.

Ask Jimmy for coming to Germany for later business in
South Africa. Money is on the way over. Please
answer soon. Many regards from [REDACTED]

b7C

November 3,
1940
(Sent)

Message #76.

Weather report.

November 4,
1940
(Sent)

Message #77.

Weather report.

November 4,
1940
(Sent)

Message #78.

"

Your message forty nine since I have good connections
in Diesel Line I recommend opening a small research
office licensed businessman a suitable space present
no difficulties. As research offices continually need
money you can send me a large amount."

November 4,
1940
(Sent)

"

Message #79.

Continuation - and I would deposit it in smaller sums in
various banks. Thus I could make any size of payment
without suspicion. Please reply soon."

65-1819

November 5,
1940.
(Rec'd)

"
Message #51.

Please send weather reports in German give the barometer readings after the decimal point even when naught naught greetings."

November 6,
1940
(Sent)

"
Message #80.

Weather report. "

November 6,
1940
(Sent)

" Message #81

Beginning today weather reports will be sent with headings in following sequence time - seven AM barometer twenty nine decimal point seven naught. Visibility seven miles temperature fifty wind direction wets wind velocity twenty five miles sky clear ceiling unlimited tendency cloudy colder".

November 7,
1940
(Sent)

Message #82
Weather report.

November 7,
1940
(Rec'd)

"Message #52

We are in agreement open office immediately advise when and where you want the remittance sent and the highest amount possible for you to handle without suspicion."

November 8,
1940
(Sent)

Message #83.

Weather report.

November 8,
1940
(Rec'd)

"
Message #53.

We are very interested whether and which airplanes or crews are being sent to the South African Union, Kenya, Palestine, Egypt, Iraq, and Iran. Give the above questions to Dunn also."

65-1819

November 15, Message #84.
1940

(Sent) Weather report.

November 10, Message #85.
1940

(Sent) Weather report.

November 10, "
1940 Message #86

(Sent) Dunn will answer your message five naught soon,
he wants three hundred dollars to go to
Wilmington Delaware to get photo new gas shell
being made by DuPont. Please cable me your reply."

Message #86.

"I will use the same frequencies this week as I used
last week."

November 11, "
1940 Message #88.

(Sent) Dunn requests your advice about how he could leave
USA. He says the American Consul, or someone
connected with him at Dakar, Africa operates a short
wave radio and is in constant communication with
USA."

November 11, Message #89.
1940

(Sent) Weather report.

November 11, "Message #54
1940

(Rec'd) (One) How many Curtiss P-four naught are being produced
monthly and how many of them are going to England.
(Two) How many Allison motors are currently being
delivered to Lockheed and to Bell.
(Three) How many Lockheed Pursuit P Thirty Eight and
Bell Thirty Nine are being produced monthly. When

65-1819

November 11, continued:

"
is it contemplated that regular scale
deliveries will be made."

November 11,
1940
(Rec'd)

"
Message #55.
I await answer to message of November fifth.
Advise to where we can send five naught naught
naught dollars."

November 11,
1940
(Rec'd)

" Message #56
Three hundred OK for [REDACTED]

b7C

November 12,
1940
(Sent)

" Message #91
Dunn reports one five naught Brewster planes being
built for Dutch. Truck drivers strikes here are
causing big delays in delivery of materials to air-
plane factories."

November 12,
1940
(Sent)

"
Message #90.
Weather report. "

November 13,
1940
(Sent)

" Message #94
Your message five five answer follows in the next
few days."

November 13,
1940
(Sent)

"
Message #93.
Dunn says USA Intelligence sends messages out of
Germany by engraving them on silverware, camera parts
and so forth. Then they spray it with a metal which
is removed when parts arrive here."

65-1819

- November 13,
1940 Message #92.
(Sent) Weather report.
- November 13, "
1940 Message #57.
(Rec'd) Ask Dunn for more details type of Brewster plane
time and place of delivery."
- November 14, Message #95
1940 (Sent) Weather report.
- November 14, "
1940 Message #96.
(Sent) Dunn says factories being run by novices. English
Dutch American work in same factories. American
orders filled first. English second. Materials and
Dutch planes inferior and not tested."
- November 15, Message #97.
1940 (Sent) Weather report.
- November 15, "
1940 (Rec'd) Message #58.
Fairchild Jamaica Long Island. What are they making.
Monthly output. How many workers. Grumman Beth Page
Long Island. Have they orders for sky rockets?
How many? From whom? What deliveries to England.
Armament. Details and deliveries of Grumman Fighter
F Four F Three Republican Aircr. Farmingdale. How
many planes ordered by Sweden. How many of this order
goes to England?"
- November 16, "
1940 (Sent) Message 99.
Your message number fifty five. Send money to me under
my right name at Chase National Bank, New York City.
Full details furnished in my letter number seventeen
which am sending by Max [redacted]

b7c

65-1819

November 16, Message #98.
1940.

(Sent) Weather report.

November 16, "
1940 Message #59.

(Rec'd) We want to immediately send over five thousand by
way of bank or Mexico. As sender we will name
b7C [REDACTED] Radio your agreement or other
desires."

November 16, "
1940. Message #60.

(Rec'd) Need details of the new armored plates of the U U
(U.S.?) Steel with rubber. How much shipped.
Thickness of the individual steel and rubber plates.
Nature of the rubber. How is the rubber joined with
the steel. Is the exterior rubber or steel."

November 20, "
1940. Message #105.

(Sent) Your message fifty nine. I am in agreement.
Send money by way of bank."

November 20, "
1940. Message #61.

(Rec'd) Tell Dunn not to give newspaper reports. Report about
the one five naught Brewster planes for Dutch appeared
in newspaper of tenth November. You all must get busy
getting new men and detailed news news news."

November 20,
1940. Message #114

(Sent) Weather report.

November 21,
1940. Message #107.

(Sent) Just now heard Ville de Arlon left at seven A M November
one five to meet a convoy was provided with magnetic mine
protection.

65-1819

Nov. 21,
1940

Message #106.

(Sent)

Weather report.

Nov. 21,
1940

" Message #62.

(Rec'd)

First. Necessary to find one man in South and one in north who are also willing to put up radios. No Germans. Second. Have Dunn try to hire the following people said to be OK. [REDACTED]
 divorced [REDACTED] now married to Italian of [REDACTED]
 birth, care of [REDACTED] British,
 Fifty Seventh and First Avenue East. Be careful
 about [REDACTED], and Fred Kreutzenstein, German
 Brazilian known sportsman. Latter two in New York
 telephone book. Expect early report."

b7C

November 22,
1940

" Message #108.

(Sent)

Weather report. "

November 24,
1940

" Message #110

Carr has learned positively that USA has not delivered any planes to South African union, Iran and so forth. Planes only delivered in USA or its possessions. Says Sperry plant in Coventry was bombed. Sperry plant here is working full speed on the new bomb sight for England. Says current newspaper reports that England is being furnished old bomb sight are false."

November 24,
1940

Message #109.

(Sent)

Weather report.

November 24,
1940

Message #112.

(Sent)

Weather report.

65-1819

Nov. 25,
1940
(Sent) Message #113.

Nov. 25,
1940
" Message #111.

(Sent) Your message number sixty one. I couldnot reach Dunn for twelve days to give him your reports. I have a new contact named [REDACTED] More particulars with Max in letter sixteen. Dunn Carr and I are the only ones who seek your information. It is presently very difficult to get the right kind of information. Have you perhaps someone else who could help us?

b7C

Nov. 26,
1940
" Message #114.

(Sent) Weather report. "

Nov. 26,
1940
" Message #115.

(Sent) In what state in the south or north did you want radio station put up? Do you have anyone there in mind who could be used?"

November 26,
1940 " Message #116.

(Sent) [REDACTED] reports one one eight Allison engines delivered to plane manufacturers up to July thirty one nineteen forty. Four for P thirty eight. One for P thirty nine. One one three for P forty."

b7C November 27,
1940 " Message #118.

(Sent) [REDACTED] reports plane deliveries. P thirty eight August No. September one. October four. P thirty nine August three. September four. October six. P forty. August four nine. September five none. October two six."

Nov. 27,
1940 Message #117.

(Sent) Weather report.

65-1819

Nov. 27,
1940.

"Message #63.

(Rec'd)

Maine and Florida if possible. Have no one in particular. Perhaps one of name I send you or one of your friends."

Nov. 27,
1940.

"Message #64.

(Rec'd)

Try to approach Ed Von Gontard Vice President of Anheuser Busch St Louis friend [REDACTED]
Greetings from [REDACTED] Gontard said to be very pro-German. We have had no contact with him. For your information [REDACTED] German war flyer, present address [REDACTED]

b7C

Nov. 28,
1940

Message #119

(Sent)

Weather report.

Nov. 28,
1940

"Message #65.

(Rec'd)

Beginning January first nineteen forty one after completion of traffic with us a station with call letters Gustav Bruno Otto GBO on Fourteen Thousand three five naught kilocycles will try to get in communication with you. On the next day please relay the message to us unchanged Identification sign will begin after Victor Victor Victor Heinz Heinz Heinz."

Nov. 30,
1941

"Message #121.

(Sent)

Your message sixty three. I have no contacts now in Maine or Florida but have old friend in California who knows radio and might work for us. He would probably want money to set up and operate radio and probably would not leave California. Would you want radio there and should I arrange to see my friend. Man in Michigan who knows radio has been referred to me. Should I try to contact him for setting up radio?

65-1819

December 1,
1940 Message #120

(Sent) Weather report for November 29th.

December 1,
1940 Message #122

(Sent) Weather report for November 30th.

December 1,
1940 Message #123

(Sent) Weather report for December 1.

December 1,
1940 " Message #68.

(Rec'd) Please begin communicating at nine A.M. starting
tomorrow. Conditions at eleven a.m. Too poor."

December 1,
1940 " Message #66.

(Rec'd) **b7C** Tell Jimmy to send couple of tooth business letters by
Clipper to his friend [REDACTED] Send some yourself.
Address [REDACTED] care [REDACTED] Hungary Iran
Yiutica twenty five."

December 1,
1940 " Message #67.

(Rec'd) Name of city in Hungary is Budapest name of city
in Hungary is Budapest."

December 2,
1940 Message #125

(Sent) (Concerned frequency to be used that week).

65-1819

December 2,
1940

Message #124.

(Sent)

Weather report.

Dec. 3,
1940

" Message #69

(Rec'd)

Do not use cover address Sao Paulo any more
because of American letter censor."Dec. 3,
1940

Message #126.

(Sent)

Weather report.

Dec. 4,
1940

" Message #127.

(Sent)

Fink writes S.S. SAMARIA and WESTERN PRINCE have a
large and important cargo - among other things
airplanes packed in boxes, quality steel, oil and
benzine in barrels, copper bars, food stuffs. Have
sailed for England. Two English freighters four
thousand tons camouflaged armed carrying scrap iron
and large boxes possibly containing tractors or anti
aircraft guns, lie at the dock ready to sail. The
English ship Bellerophon sailed a few days ago. In
the docks for --".Dec. 4,
1940

Message #128

(Sent)

Continuation - repairs lie the Norwegian ships Biscaya
and Fernwood as well as the tanker Agnita. First two
not, latter is armed with two cannons astern. Dutch
freighter Neti and Panama ship Eureka have loaded
suspiciously and sailed. Could not determine where to
but presume England."

65-1819

Dec. 4,
1940 Message #129.
(Sent) (Concerning frequency to be used and weather reports).

Dec. 5,
1940 Message #130.
(Sent) Weather report.

Dec. 6,
1940 Message #131.
(Sent) Weather report.

Dec. 7,
1940 Message #132.
(Sent) Weather report.

Dec. 7,
1940. " Message #70.
(Rec'd) Please advise what you have sent by way of Sao Paulo."

Dec. 8,
1940. " Message #134.
(Sent) O. Aufzug and Metzger have nothing new end of January
both go to San Francisco. Have you any instructions
for them. I am sending materials with Knorke via
[REDACTED] Knorke hopes for some Xmas money from [REDACTED]
Carr also needs money before Xmas. I have not heard
from Dunn since the last payment." b7C

Dec. 8,
1940 " Message #133.
(Sent) I mailed copy of coded letter fifteenth October twenty
four via Sao Paulo. Otherwise I have sent nothing for
long time."

65-1819

Dec. 8,
1940.

Message #135.

(Sent)

(Weather report and frequency to be used next week.)

Dec. 9,
1940.

Message #136.

(Sent)

Weather report.

Dec. 9,
1940.

"
Message #71.

(Rec'd)

Try to contact friends in California and Michigan
engage them to work for you getting information about
air and armament industries according to your orders.
To speed up reports you can arrange radio contact
with them."

Dec. 10,
1940

Message #137.

(Sent)

Weather report.

Dec. 11,
1940

Message #138.

(Sent)

Weather report.

Dec. 12,
1940

Message #139.

(Sent)

Weather report.

Dec. 12,
1940

"
Message #72.

(Rec'd)

Please only give weather reports on the tenth,
twentieth, thirtieth of every month."

Dec. 15,
1940

Message #140.

(Sent)

(Frequency to be used for following week.)

65-1819

Dec. 19,
1940

" Message #73.

(Rec'd)

Letters fourteen and fifteen of October twenty first via Brazil received. Money situation is not clear. Mexico friend should have paid you three hundred, Dunn three hundred, Lilly three hundred. Did you and Dunn receive money? Don't ask Lilly."

Dec. 20,
1940

" Message #141.

(Sent)

Dunn gave me the gas shell photographs. Said he got them in Wilmington. He will send me specifications later. Did you receive the materials I sent with Max
b7C and Knorke [REDACTED] Shall I give Carr some money?

Dec. 20,
1940

Message #142.

(Sent)

Weather report.

Dec. 20,
1940.

" Message #74.

(Rec'd)

Dunn should give you accurate details about his friend in Dakar."

Dec. 21,
1940

" Message #143.

(Sent)

Your message seventy three. I have never seen the Mexico friend and have not received the three hundred your message twenty five. I have also not seen the new friend with one thousand dollars. Are the above friends and Lang's friend from Mexico the same people. Should I see Lang's friend."

Dec. 21,
1940

" Message #75.

(Rec'd)

To date twenty three hundred Mez. Mez. (Greenwich Meridian time) (Six P M E.S.T.) [REDACTED] will call on fourteen five naught eight Call letters GBO. Send message here unchanged."

b7C

65-1819

- Dec. 22, " Message #144.
1940
(Sent) I could not find GBO yesterday evening. My frequency Monday is fourteen three four six" and so forth.
- Dec. 22, " Message #76.
1940
(Rec'd) The best wishes for Christmas and the New Year under the circumstances, don't see friend is absolutely in order have you yet received five thousand dollars."
- Dec. 28, " Message #77.
1940
(Rec'd) Materials Max and Knorke received advise regarding money to Carr next week."
- Dec. 28, " Message #145.
1940
(Sent) Have received five thousand Will GBO get in communication with me January first in accordance with your message six five."
- Dec. 30 Message #146.
1940
(Sent) (Deals with frequency to be used following week).
- Dec. 30 Message #147
1940
(Sent) Weather report.
- Dec. 30 " Message #78.
1940
(Rec'd) Regarding Message one four five we have arranged with Mexico friend that daily beginning today at two naught naught naught, two one naught naught, two two naught naught, and two three naught naught o'clock Meridian time one five minutes according to the "

65-1819

Dec. 30,
1940

(Rec'd)

" Message #79

Continuation. Old Arrangement. Transmission will be made until and including January seventh. We request communication whether contact was established."

Jan. 5,
1941.

(Sent)

" Message #148

Fink writes Ville Anvers on its last trip only sailed to Canada with important cargo of war materials. Goes into Drydock and then from here to Liverpool on March first. Polish steamer Siask is loading airplane and motor parts. Tractors, steel for England. Norwegian ship Bajamar loading important war materials. Could not determine destination. Both camouflage painted. Not armed."

Jan. 5,
1941

(Sent)

" Message #149.

English steamer, about six thousand tons, armed is loading among other things, dynamite. Departure of last three named about December thirtieth. English ship Spondilus lies in dock for repairs. Has a large and two middle caliber cannons aft. Also in the shipyard is English ship Black Heron not armed. Sixteen old American ships, names on hand, have been purchased by England and are being fixed up in various harbors and are manned with English seamen coming from Canada.

Jan. 5,
1941

(Sent)

" Message #150.

I wrote to Von Gontard but have not yet received a reply. What further action shall I take. Shall I write him again."

65-1819

Jan. 8,
1941.

"
Message #151.

(Sent)

I have established connection with GBO.
Received a message from him Friday."

Jan. 8,
1941.

Message #152.

(Sent)

(This deals with information furnished by FINK (FEHSE)
concerning foreign ships in New York harbor, their
description and cargo.

Jan. 9,
1941.

"
Message #80.

(Rec'd)

Regarding success with Gustav Bruno Otto Congratulations
at what times did you make connections how was signal
strength."

Jan. 10,
1941

"
Message #81.

(Rec'd)

Please relay messages received from GBO in exact
wording."

Jan. 10,
1941

Message #154.

(Sent)

Weather report.

Jan. 10,
1941.

"
Message #155.

(Sent)

I have daily connection with GBO two P.M.E.S.T.
signal strength QSA two to three."

Jan. 11,
1941.
(Rec'd)

"
Message #82.

I congratulate you on successful connection GBO.
You will only be used for urgent communications."

65-1819

Jan. 14,
1941

"
Message #156.

(Sent)

b7c

Fink's friend Leo has had one two five dollars expenses for M Division. He expects money. Carr also wants money. I have sent materials through Knorke [REDACTED] He also wants money."

Jan. 15,
1941

"
Message #157.

(Sent)

Metzger says S S GEORGE WASHINGTON is in Portsmouth Navy Yard being fixed up as Newfoundland transporter. Old America is in Brooklyn to be fixed as airplane carrier for Newfoundland. Hudson Bay Line boats to be used in N.F. as living quarters. From four deck destroyers are taking away one smokestack and torpedo tubes to make room for anti aircraft guns. Three cruisers left Portsmouth all in new condition. Airplane carriers and "

Jan. 15,
1941

"
Message #158.

(Sent)

Continuation. S.S. Arkansas all reconditioned. Two Navy transporters in drydock. One named Weca. One large yacht being reconditioned one oil tanker and one big tanker names unknown in Navy Yard. Sailors all think USA going to war. S.S. QUINCEY and new cruisers took on ammunition. Ten gun barrels of heaviest calibre and things like towers lie on pier. Under promenade deck of S.S. AMERICA being reinforced for armament. She has anti mine cable now and seems to belong to the US Navy."

Jan. 15,
1941

"
Message #83.

(Rec'd)

Regarding your radio message of fifth. Furnish names and tonnage of sixteen American ships."

65-1819

- Jan. 15,
1941 " Message #85
- (Rec'd) Beginning January twentieth the following code change
is in effect. Basic number for January one times
thirty one instead of twenty. In February two times
thirty one and so forth. In December twelve times
thirty one. Everything else remains as until now.
Greetings. [REDACTED]
- Jan. 17,
1941 Message #159.
- (Sent) (Contained information furnished by Fink about foreign
ships being loaded in the U.S.; their cargo and
description, and so forth.)
- Jan. 18,
1941 " Message #87.
- (Rec'd) Have Carr try to get minutes of Rotary meeting
August or September nineteen forty."
- b7C
- Jan. 20,
1941 " Message #88.
- (Rec'd) Letter number one seven has not yet arrived
letter number one seven has not yet arrived."
- Jan. 20,
1941 " Message #89.
- (Rec'd) For communication with [REDACTED] two times weekly contact
is sufficient. [REDACTED] (Reference to GBO).
- Jan. 20,
1941 " Message #163.
- (Sent) [REDACTED] known to me as [REDACTED] and said for his
protection he is keeping his right name secret.
He works with army air corps in New York City."
- Jan. 20,
1941 " Message #162.
- (Sent) Weather report. "

65-1819

Jan. 22,
1941.

Message #164.

(Sent)

I sent micros of letter fifteen regarding Lang
 sixteen [REDACTED] seventeen my office by Max [REDACTED]
 middle November as well as micros of papers from
 [REDACTED] I have two naught naught expenses monthly
 for radio office and so forth. Shall I pay this
 out of your bank deposit. Greetings."

Jan. 25,
1941

b7C

Message #90.

(Rec'd)

Missing letters received. Payment to [REDACTED] O.K.
 Take your expenses from bank deposit. As soon as
 deposit balance reaches two thousand please wire
 us for a new remittance."

Jan. 25,
1941.

"
 Message #165.

(Sent)

English ship Javanese Prince, armed, loading copper,
 airplane parts, provisions, departure two three
 January Liverpool. Dutch Dempo, Twelve thousand
 tons, armed and deep sea bombs, painted black, loading
 copper, steel, hospital articles, boxes from Harrington
 and Richardson Arms Co., probably rifles, revolvers,
 airplane parts and motors."

Jan. 25,
1941.

"
 Message #166.

(Sent)

Also loading there is Dutch ship Gaparoea as well
 as English ship, blue funnel line type, both armed,
 load copper, iron, autoparts, oil, heavy machine
 guns packed in boxes. Ready on docks where named ships
 load are five cannon, barrel length five meters,
 diameter, three naught centimeter. Sail on Jan. 22
 direct to England. Both messages from Fink."

Jan. 27
1941

"
 Message #91.

(Rec'd)

Please determine since when General Motors Corporation
 manufactures airplanes in Fairbanks. How large is the
 output. How large is company. What types. Own con-
 struction or licensed work."

65-1819

b7c into Room 629 and a telephone installed; and that he observed Special Agent [REDACTED] and former Special Agent [REDACTED] install a microphone in Rooms 627-628, which is the office of WILLIAM SEBOLD. He also observed the above Agents installing an x-ray mirror in the wall which separates Room 629 from Rooms 627-8.

65-1819

RENE MEZENEN

January 17,
1941.

Witnesses:

WILLIAM G. SEBOLD
[REDACTED]

J. C. ELLSWORTH
[REDACTED]
[REDACTED]

Monitored the conversation.
Recorded and transcribed the
conversation from the record.
Monitored the conversation
Took motion and still pictures,
and observed Mezenen.
Recorded the conversation.

(Note: This conversation was in English.)

PAUL OTTO ALWIN FEHSE.

January 20,
1941.

Witnesses:

WILLIAM G. SEBOLD
[REDACTED]

J. C. ELLSWORTH
[REDACTED]
[REDACTED]
[REDACTED]

Monitored the conversation and
observed Fehse.
Observed Fehse, monitored
conversation.
Took motion pictures, observed
Fehse.
Took still pictures, observed
Fehse
Recorded the conversation.

LEO WAALEN.

January 21,
1941.

Witnesses:

WILLIAM G. SEBOLD
[REDACTED]
[REDACTED]
[REDACTED]

Monitored the conversation, and
observed Waalen.
Took motion and still pictures,
and observed Waalen.
Recorded the conversation.

65-1819

CONRADIN OTTO DOLD.

January 22,
1941.

Witnesses:

WILLIAM G. SEBOLD
[REDACTED]
[REDACTED]

Monitored the conversation, and observed Dold.
Took motion pictures.
Took leica photographs
Recorded the conversation, and observed Dold.
Assisted in recording and observed Dold.

b7C

UNKNOWN SUBJECT #1

January 22,
1941.

Witnesses:

WILLIAM G. SEBOLD
[REDACTED]

Took motion pictures, and observed by [REDACTED]

PAUL OTTO ALWIN FEHSE,
LEO WAALEN & HARTWIG KLEISS

January 25,
1941.

Witnesses:

WILLIAM G. SEBOLD
[REDACTED]

Monitored the conversation,
Took motion pictures.
Took still pictures.
Recorded conversation.

65-1819

January 25,
1941.

LEO WAALEN
PAUL FEHSE AND HARTWIG KLEISS.

Witnesses:

WILLIAM G. SEBOLD

[REDACTED]

Monitored the conversation.
Took motion pictures.
Took still pictures.
Recorded conversation.

HARTWIG KLEISS
LEO WAALEN AND PAUL FEHSE

January 25,
1941.

Witnesses:

WILLIAM G. SEBOLD

[REDACTED]

Monitored the conversation.
Took motion pictures.
Took still pictures.
Recorded conversation.

ERWIN SIEGLER.

January 27,
1941.

Witnesses:

WILLIAM G. SEBOLD.

[REDACTED]
[REDACTED]

Monitored the conversation.
Took motion pictures and
observed SIEGLER.
Recorded the conversation.
Assisted in recording conversation
and observed Siegler.

65-1819

ERWIN SIEGEER.

January 28,
1941.

Witnesses:

WILLIAM G. SEBOLD
[REDACTED]

J. C. ELLSWORTH
[REDACTED]

Monitored the conversation.
Monitored the conversation, and
observed Siegler.
Took motion pictures.
Took still pictures.
Recorded the conversation.
Observed Siegler.

PAUL FEHSE.

January 30,
1941.

Witnesses:

b7C
WILLIAM G. SEBOLD
[REDACTED]

MONitored the conversation, and
observed Fehse.
Took motion and still pictures.
Recorded conversation.

ERICH STRUNCK.

January 31,
1941.

Witnesses:

WILLIAM G. SEBOLD.
[REDACTED]

Monitored the conversation, and
observed Strunck.
Took motion pictures.
Recorded the conversation.

65-1819

HERMAN LANG.

February 6,
1941.

Witnesses:

WILLIAM G. SEBOLD.

[REDACTED]

Monitored the conversation,
" " "

Took motion and still pictures.
Recorded the conversation.
Observed Lang and assisted in
recording.

(Note: Due to technical difficulties, only one-half
of this conversation was recorded.)

PAUL FEHSE.

b7C
February 10,
1941.

Witnesses:

WILLIAM G. SEBOLD.

[REDACTED]
[REDACTED]
[REDACTED]

Monitored the conversation, and
observed Fehse.

Monitored the conversation, and
observed Fehse.

Took motion and still pictures.
Recorded the conversation, and
observed Fehse.

PAUL FEHSE

February 19,
1941.

Witnesses:

WILLIAM G. SEBOLD.

[REDACTED]

Monitored the conversation,
Monitored the conversation,
Took motion and still pictures.
Recorded the conversation, and
observed Fehse.

65-1819

LEO WAALEN
PAUL FEHSE

February 25,
1941.

Witnesses:

WILLIAM G. SEBOLD


Monitored the conversation.

" " "

Took motion and still pictures.
Recorded the conversation.

ERICH STRUNCK

February 28,
1941.

Witnesses:

WILLIAM G. SEBOLD


Monitored the conversation.

" " "

Took motion and leica pictures.
Recorded the conversation.

ERICH STRUNCK

March 1,
1941.

Witnesses:

WILLIAM G. SEBOLD


Monitored the conversation.

" " "

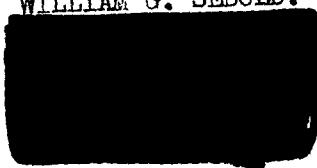
Took motion pictures.
Recorded the conversation.

65-1819

PAUL FEHSE.

March 3,
1941.

Witnesses:

WILLIAM G. SEBOLD.


Monitored the conversation.

" " "

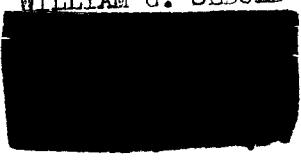
Took motion pictures.

Recorded the conversation.

ERWIN SIEGLER.

March 4,
1941.

Witnesses:

WILLIAM G. SEBOLD


Monitored the conversation.

" " "

Took motion pictures.

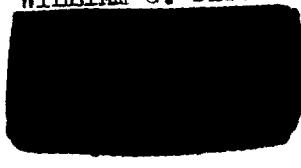
Recorded the conversation.

b7c

PAUL FEHSE.

March 5,
1941.

Witnesses:

WILLIAM G. SEBOLD


Monitored the conversation.

" " "

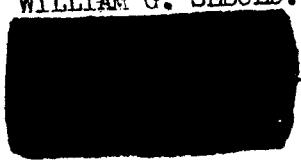
Took motion and still pictures.

Recorded the conversation.

HERMAN LANG.

March 7,
1941.

Witnesses:

WILLIAM G. SEBOLD.


Monitored the conversation.

" " "

Took motion and still pictures.

Recorded the conversation.

65-1819

LEO WAALEN

March 7,
1941.

Witnesses:

WILLIAM G. SEBOLD



Monitored the conversation.

" " "

Took motion pictures.

Recorded the conversation.

PAUL FEHSE, & LEO WAALEN

March 10,
1941.

b7C
Witnesses:

WILLIAM G. SEBOLD



Monitored the conversation.

" " "

Took motion and still pictures.

Recorded the conversation.

HEINRICH CLAUSING
PAUL FEHSE
LEO WAALEN

March 12,
1941.

Witnesses:

WILLIAM G. SEBOLD



Monitored the conversation.

" " "

Took motion and still pictures.

Recorded the conversation.

65-1819

PAUL FEHSE

March 17,
1941.

Witnesses:

WILLIAM G. SEBOLD.


Monitored the conversation.

" " "

Took motion and still pictures.
Recorded the conversation.

HEINZ STADE
PAUL FEHSE

March 19,
1941.

Witnesses:

WILLIAM G. SEBOLD.


Monitored the conversation.
Took motion and still pictures.
Observed activity and made notes
on same.
Recorded latter part of conver-
sation.

(Note: Due to technical difficulties, only a part of this
conversation was monitored and only about half of the
conversation was recorded.)

PAUL FEHSE
MAX BLANK

March 21,
1941

Witnesses:

WILLIAM G. SEBOLD


Monitored the conversation

" " "

Took motion and still photogra-
Recorded the conversation, and
also observed Fehse and Blank

65-1819

PAUL FEHSE

March 27,
1941.

Witnesses:

WILLIAM G. SEBOLD


Monitored the conversation.
Took motion and still pictures.
Recorded the conversation, and
observed Fehse.

PAUL FEHSE.

March 28,
1941.

Witnesses:

WILLIAM G. SEBOLD


b7C
Monitored the conversation.
Took motion and still pictures.
Recorded the conversation,
and observed Fehse.

ERICH STRUNCK

March 28,
1941.

Witnesses:

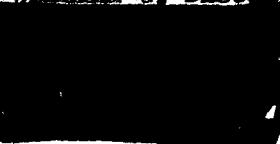
WILLIAM G. SEBOLD


Monitored the conversation.
Took motion and still pictures.
Recorded the conversation, and
observed Strunk.

LEO WAALEN

March 31,
1941.

Witnesses:

WILLIAM G. SEBOLD


Monitored the conversation.
Took motion and still pictures.
Recorded the conversation.
Assisted in recording conversat
ion.

65-1819

LEO WAALEN

April 5,
1941.

Witnesses:

WILLIAM G. SEBOLD


Monitored the conversation.
Took motion and still pictures.
Recorded the conversation.
Assisted in recording, and
observed Fehse.

ERWIN SIEGLER

April 9,
1941.

Witnesses:

WILLIAM G. SEBOLD


b7C
Monitored the conversation.
Took motion pictures.
Recorded the conversation.
Assisted in recording the
conversation, and observed
Siegler.

LEO WAALEN.

April 10,
1941.

Witnesses:

WILLIAM G. SEBOLD


Monitored the conversation.
Took motion pictures.
Recorded the conversation, and
observed Waalen.

GEORG SCHUH
LEO WAALEN

April 12,
1941.

Witnesses:

WILLIAM G. SEBOLD


Monitored the conversation.
Took motion and still pictures.
Recorded the conversation.

65-1819

LEO WAALEN

April 16,
1941.

Witnesses:

WILLIAM SEBOLD

[REDACTED]
Monitored the conversation.
Took motion and still pictures.
Recorded the conversation and

LEO WAALEN

April 21,
1941.

Witnesses:

WILLIAM G. SEBOLD

[REDACTED]
Monitored the conversation.
Took motion and still pictures.
Recorded the conversation.

ERICH STRUNCK

b7C
April 24,
1941.

Witnesses:

WILLIAM G. SEBOLD.

[REDACTED]
Monitored conversation
Took motion and still pictures.
Recorded conversation.

ERWIN SIEGLER
LEO WAALEN
ERICH STRUNCK

April 25,
1941.

Witnesses:

WILLIAM G. SEBOLD.

[REDACTED]
Monitored conversation.
Took motion pictures.
Recorded conversations.

LEO WAALEN

April 28,
1941

Witnesses:

WILLIAM G. SEBOLD.

[REDACTED]
Monitored conversation
Took motion and still pictures.
Recorded conversations.
Observed Waalen in Sebold's
office.

65-1819

LEO WAALEN

May 5,
1941.

Witnesses:

WILLIAM G. SEBOLD.

[REDACTED]

Monitored conversation.
Took motion and still
pictures.
Recorded conversation.

LEO WAALEN

May 7,
1941.

Witnesses:

WILLIAM G. SEBOLD.

[REDACTED]

Monitored conversation.
Monitored conversation.
Took motion pictures.
Recorded conversation.

EVERETT M. ROEDER

May 8,
1941.

Witnesses:

WILLIAM G. SEBOLD.

[REDACTED]

Monitored conversation.
Took motion and still
pictures.
Recorded conversation.

(This conversation was in
English.)

LEO WAALEN

May 12,
1941.

Witnesses:

WILLIAM G. SEBOLD.

[REDACTED]

Monitored conversation.
Took motion and still
pictures.
Recorded conversation.

65-1819

HEINZ STADEMay 14,
1941.Witnesses:WILLIAM G. SEBOLD.
[REDACTED]
[REDACTED]Monitored conversation
Took motion and still
pictures.
Recorded conversation.(Due to technical diffi-
culties only a portion
of the conversation was
recorded.)HEINZ STADEb7C
May 14,
1941.Witnesses:WILLIAM G. SEBOLD.
[REDACTED]
[REDACTED]Monitored conversation and
recorded.
Took motion and still
pictures.(Due to technical difficulty
only a portion of the convers-
ation was recorded.)HEINZ STADEMay 16,
1941.Witnesses:WILLIAM G. SEBOLD.
[REDACTED]
[REDACTED]Monitored conversation.
Took motion and still
pictures.
Recorded conversation.

65-1819

HEINZ STADE

May 19,
1941. Witnesses:

WILLIAM G. SEBOLD.

[REDACTED]

Monitored conversation.
Took motion pictures.
Recorded conversation.

[REDACTED]

May 19,
1941. Witnesses:

WILLIAM G. SEBOLD.

[REDACTED]

Monitored conversation.
Monitored conversation;
took motion and still
pictures.
Monitored and recorded
conversation.

b7C

Note: This conversation was in English.

LEO WAALEN

May 19,
1941. Witnesses:

WILLIAM G. SEBOLD.

[REDACTED]

Monitored conversation.
Took motion pictures.
Recorded conversation.

EVERETT M. ROEDER

May 20,
1941. Witnesses:

WILLIAM G. SEBOLD.

[REDACTED]

Monitored conversation
Took still pictures.
Recorded conversation.

Note: This conversation was in English.

65-1819

FRANZ STIGLER

May 23,
1941.

witnesses:

WILLIAM G. SEBOLD
[REDACTED]
[REDACTED]

Monitored conversation
Took motion and still
pictures.
Recorded conversation.

LEO WAALEN

May 27,
1941.

witnesses:

WILLIAM G. SEBOLD.
[REDACTED]
[REDACTED]

b7c
Monitored conversation.
Took motion and still
pictures.
Recorded conversation.

ERICH STRUNCK

May 29,
1941.

witnesses:

WILLIAM G. SEBOLD.
[REDACTED]
[REDACTED]

Monitored conversation.
Took motion and still
pictures.
Recorded conversation.

May 29,
1941.

witnesses:

WILLIAM G. SEBOLD.
[REDACTED]
[REDACTED]

Monitored conversation.
Monitored conversation and took
still and motion pictures.
Recorded conversation.

Note: This conversation was in English.

65-1819

LEO WAALEN

May 30, 1941 Witnesses:

WILLIAM G. SEBOLD.

[REDACTED]

Monitored conversation.
Took motion pictures.
Recorded conversation.

LEO WAALEN

June 4,
1941.

Witnesses:

WILLIAM G. SEBOLD.

[REDACTED]
[REDACTED]

Monitored conversation.
Took motion and still
pictures.
Recorded conversation.

b7C

HEINRICH CLAUSING

June 5,
1941.

Witnesses:

WILLIAM C. SEBOLD

[REDACTED]
[REDACTED]

Monitored conversation.
Took motion and still
pictures.
Recorded conversation.

ERICH STRUNCK
ERWIN SIEGLER

June 6,
1941.

Witnesses:

WILLIAM G. SEBOLD.

[REDACTED]
[REDACTED]

Monitored conversation.
Took motion and still
pictures.
Recorded conversation.

65-1819

June 10,
1941.

Witnesses:

b7C

WILLIAM G. SEBOLD

[REDACTED]
Monitored conversation.
Recorded conversations.
Took motion and still pictures,
and observed [REDACTED]

65-1819

ERICH STRUNCK

June 10,
1941.

Witnesses:

WILLIAM G. SEBOLD
[REDACTED]

Monitored conversation
Recorded conversation
Took motion pictures.

(Note: Strunk entered and remained about one minute while [REDACTED] SEBOLD'S office).

LEO WAALEN

June 16,
1941

Witnesses:

WILLIAM G. SEBOLD
[REDACTED]

b7C
Monitored conversation
Took motion and still pictures.
Recorded conversation

LEO WAALEN

June 23,
1941.

Witnesses:

WILLIAM G. SEBOLD
[REDACTED]
[REDACTED]

Monitored conversation
Took motion and still pictures
Recorded conversation
Observed WAALEN briefly (did not monitor conversation)
Observed WAALEN briefly (did not monitor conversation)

June 24,
1941

Witnesses:

WILLIAM G. SEBOLD
[REDACTED]
[REDACTED]

Monitored conversation
Took motion pictures
Recorded conversation
Observed [REDACTED] briefly (did not monitor conversation)
Observed [REDACTED] briefly (did not monitor conversation)

Note: This conversation was in English.

65-1819

The following is a list of all photographs in this case which are believed to have evidentiary value. It will be noted that after December 10, 1940 most of these pictures were taken at the plant maintained by the Bureau in Room 629, News Week Building, 152 West 42nd Street, New York City, and reflect meetings between Informant Ducase #1 and the various subjects in this case. From December 10 to December 30, 1940, a number of still and motion pictures were taken at the above mentioned plant. The results obtained during this period from December 10 to December 30, 1940, were not satisfactory because a heavily silvered X-ray mirror was being used during this time. As indicated in the transcript of the testimony of Special Agent [REDACTED] a new X-ray mirror with a lighter coating of silver was installed on December 30, 1940, and from that date the quality of the motion and still pictures taken at the above mentioned surveillance point was improved.

b7C
The photographs taken between December 10 and December 30, 1940, are not satisfactory but it is believed that the various subjects of whom motion and still pictures were taken during this time can be identified from said motion and still pictures.

b7C
The motion pictures which were taken by agents assigned to this case prior to December, 1940, have been examined by Special Agent [REDACTED] and his comments concerning the evidentiary value of same are hereinbelow reflected.

The following list is compiled alphabetically by subjects:

65-1819

MOTION PICTURES OTHER THAN TAKEN AT 152 WEST 42ND ST.

Exhibit: 1A207-3

Name of Subject: FREDERICK JOUBERT DUQUESNE

Date: 5/4/40

Photographer: SA [REDACTED]

This reflects a meeting between DUQUESNE and WILLIAM G. SEBOLD. Both DUQUESNE and SEBOLD can be identified as they walk along the street together. The latter part of this roll of motion picture film reflects a meeting between SEBOLD and LILY STEIN on May 4, 1941. Both STEIN and SEBOLD can be identified.

Exhibit: 1A207-6

Name of Subject: FREDERICK JOUBERT DUQUESNE

Date 5/29/40

Photographer: SA [REDACTED]

This reflects a meeting between SEBOLD and DUQUESNE and both can be identified from the motion pictures.

Exhibit: 1A207-8

Name of Subject: PAUL FEHSE

Date: 7/15/40

Photographer: SA [REDACTED]

b7c

These motion pictures reflect a meeting between PAUL FEHSE and WILLIAM G. SEBOLD at Columbus Circle. The quality of these pictures is only fair as SEBOLD and FEHSE were later far removed from the camera and it is believed that only a person who is thoroughly familiar with PAUL FEHSE would be able to positively identify him in said motion pictures. SEBOLD can be identified on said pictures.

Exhibit: 1A207-12

Name of Subject: RENE E. MEZENEN

Date: 10/5/40

Photographer: [REDACTED]

This motion picture shows MEZENEN and SEBOLD at 364 Bowme Street, Flushing, Long Island. The pictures themselves are good and both MEZENEN and SEBOLD can be identified therefrom. However, there is a very small quantity of film and they are shown only as they leave the apartment house.

65-1819

Exhibit 1A207-10

Name of subject: EVERETT M. ROEDER

Date: 7/22/40

Photographer: [REDACTED]

These motion pictures were taken on a rainy day and the quality is not good. ROEDER cannot be seen anywhere in the pictures. The pictures show an automobile parked on the street and then show an individual who is believed to be SEBOLD approaching said automobile, getting in said automobile and then shows the automobile driving away. However, SEBOLD cannot be definitely identified from these pictures nor can the license on the automobile be seen.

Exhibit 1A207-2

Name of Subject: ERWIN W. SIEGLER

Date: 5/16 and 17/40

Photographer: Former SA [REDACTED] and SA [REDACTED]

b7c

The first part of this roll of motion picture film shows a meeting between ERWIN SIEGLER and WILLIAM G. SEBOLD on May 16, 1940, and was taken by Special Agent [REDACTED]. Both SEBOLD and SIEGLER can be identified. The latter part of this roll shows SEBOLD and SIEGLER together on May 17, 1940 and was taken by former Special Agent [REDACTED]. Both SEBOLD and SIEGLER can be identified.

Exhibit 1A207-7

Name of Subject: ERWIN W. SIEGLER

Date: 6/21, 22 and 25/40

Photographer: Former SA [REDACTED]

The first part of this roll of motion picture film shows SIEGLER and an unknown individual and SIEGLER and an individual called [REDACTED] together. The latter part of this roll shows WILLIAM G. SEBOLD and SIEGLER together. SIEGLER and SEBOLD can both be identified.

Exhibit 1A207-5

Subject: ERWIN W. SIEGLER

Date: 6/27/40

Photographer: Former SA [REDACTED]

The first part of this roll of motion picture film shows ERWIN SIEGLER, FRANZ STIGLER and WILLIAM G. SEBOLD to-

65-1819

gether. The latter part of this roll shows STIGLER in West New York at the residence of PAUL FEHSE. SIEGLER, STIGLER and SEBOLD can be identified.

Exhibit 1A207-3

Name of Subject: LILY STEIN
Date: 5/4/40
Photographer: SA [REDACTED]

The first part of this roll of motion picture film shows a meeting between SEBOLD and DUQUESNE on 5/4/40; the latter part shows a meeting between SEBOLD and LILY STEIN on 5/4/40. Both STEIN and SEBOLD can be identified.

Exhibit 1A207-5

Name of Subject: FRANZ JOSEF STIGLER
Date: 6/27/40
Photographer: Former SA [REDACTED]

This roll of motion picture film shows STIGLER, SIEGLER and SEBOLD together on 6/27/40. It also shows STIGLER in West New York at the residence of PAUL FEHSE. STIGLER, SIEGLER and SEBOLD can be identified.

b7C

Exhibit 1A207-11

Name of Subject: FRANZ JOSEF STIGLER
Date: 7/1/40
Photographer: [REDACTED]

This film depicts a meeting between STIGLER, SIEGLER, FEHSE and SEBOLD in Central Park. The photographer was too far removed from the subjects for any of them to be identified. The latter part of this roll of motion picture film shows LILY STEIN and ELSE WEUSTENFELD together on 7/12/40, and was taken by Special Agent [REDACTED] STEIN and WEUSTENFELD can be identified.

65-1819

MOTION AND STILL PICTURES OBTAINED AFTER
DECEMBER 10, 1940 at 152 WEST 42ND STREET

MAX BLANK and PAUL FEHSE - 3/21/41

Motion Picture Film -

About 300 ft.

b7c

Motion pictures by [REDACTED] - Exhibit 1A207-52
Still pictures by [REDACTED] - Exhibit 1A622-1, 2 & 3

RLJ:MLD -6

65-1819

HEINRICH CLAUSING, PAUL FEHSE and LEO WAALEN - 3/12/41

Motion Picture Film - About 350 ft.
Motion pictures by [REDACTED] - Exhibit 1A207-49 & 50
Still pictures by [REDACTED] Exhibit 1A512-21, 22 & 23

b7C

HEINRICH CLAUSING - 6/5/41

Motion Picture Film - About 270 ft.
Motion pictures by [REDACTED] - Exhibit 1A207-85
Still pictures by [REDACTED] Exhibit 1A630-3,4 & 5

Total ft. of motion picture film - 620 ft.

65-1819

[REDACTED] - 5/19/40

Motion Picture Film -

About 300 ft.

Motion pictures by [REDACTED] - Exhibit 1A207-77

Still pictures by [REDACTED] - Exhibit 1A634-1,2 & 3

b7C

[REDACTED] - 6/10/41

Motion Picture Film -

About 270 ft.

Motion pictures by [REDACTED] - Exhibit 1A207-86

Still pictures by [REDACTED] - Exhibit 1A634-4,5 & 6

Note: ERIC STRUNK walked into SEBOLD'S office during this meeting and remained about one minute. His entry and departure are recorded on the motion picture film Exhibit 1A207-86.

Total ft. of motion picture film -

570 ft.

65-1819

CONRADIN OTTO DOLD - 1/22/41

Motion Picture film -

b7C

About 90 ft.

Motion pictures by Photographer [REDACTED]

Exhibit 1A207-28

Still pictures by T. J. Donegan - Exhibit 1A506-3,4 & 5

65-1819

FREDERICK JOUBERT DUQUESNE - 6/25/41

Motion Picture Film -

About 900 ft.

Motion pictures by [REDACTED] Exhibits 1A207-91
through 97

b7C Still pictures by [REDACTED] 1A508-12,13 & 14

65-1819

[REDACTED] - 5/29/41

Motion Picture Film -

About 100 ft.

Motion pictures by [REDACTED] Exhibit 1A207-80
Still pictures by [REDACTED] Exhibit 1A646-1,2 &3

b7c

[REDACTED] - 6/24/41

Motion Picture Film -

About 40 ft.

Motion pictures by [REDACTED] Exhibit 1A207-90
Still pictures - none

Total ft. of motion picture film -

140 ft.

65-1819

PAUL OTTO ALVIN FEHSE - 1/20/41

Motion picture film -

300 ft.

Motion pictures by Photographer [REDACTED]

Exhibit 1A207-26

Still pictures by T. J. Donegan - Exhibit 1A512-9, 10 & 11

PAUL OTTO ALVIN FEHSE, LEO WAALEN AND HARTWIG KLEISS - 1/25/41

Motion picture film -

350 ft.

Motion pictures by [REDACTED] - Exhibit 1A207-30

Still pictures by T. J. Donegan - Exhibit 1A524-

5, 6 & 7 showing KLEISS with SEBOLD and

8, 9 & 10 showing KLEISS, SEBOLD, FEHSE and
WAALEN (after FEHSE and WAALEN arrive)

PAUL OTTO ALVIN FEHSE - 1/30/41

b7c
Motion picture film -

About 180 ft.

Motion pictures by [REDACTED] - Exhibit 1A207-33

Still pictures by [REDACTED] - Exhibit 1A512-3,4 & 5

PAUL OTTO ALVIN FEHSE - 2/10/41

Motion picture film -

About 200 ft.

Motion pictures by [REDACTED] - Exhibit 1A207-38

Still pictures by [REDACTED] - Exhibit 1A512-6,7 & 8

PAUL OTTO ALVIN FEHSE - 2/19/41

Motion picture film -

200 ft.

Motion pictures by [REDACTED] - Exhibit 1A207-39

Still pictures by [REDACTED] - Exhibit 1A512-29,30 & 31

PAUL OTTO ALVIN FEHSE AND LEO WAALEN - 2/25/41

Motion picture film -

200 ft.

Motion pictures by [REDACTED] - Exhibit 1A207-40

Still pictures by [REDACTED] - Exhibit 1A512-12, 13 & 14

65-1819

PAUL OTTO ALVIN FEHSE - 3/3/41

Motion picture film -

About 100 ft.

Motion pictures by [REDACTED] - Exhibit 1A207-43
Still pictures - none

Note: Exhibit 1A207-43 is a 200-ft. roll of motion picture film, about 100 ft. of which depicts the latter part of a meeting between ERICH STRUNCK and SEBOLD on March 1, 1941; the latter 100 ft. depicts the above mentioned motion picture of FEHSE and SEBOLD.

PAUL OTTO ALVIN FEHSE - 3/5/41

Motion picture film -

200 ft.

Motion pictures by [REDACTED] - Exhibit 1A207-44
Still pictures by [REDACTED] Exhibits 1A512-15, 16 & 17b7c
PAUL OTTO ALVIN FEHSE AND LEO WAALEN - 3/10/41

Motion picture film -

200 ft.

Motion pictures by [REDACTED] Exhibit 1A207-48
Still pictures by [REDACTED] Exhibit 1A512-18, 19 & 20PAUL FEHSE, HEINRICH CLAUSING AND LEO WAALEN - 3/12/41

Motion picture film -

About 350 ft.

Motion pictures by [REDACTED] Exhibit 1A207-49 & 50
Still pictures by [REDACTED] Exhibit 1A512-21, 22 & 23PAUL OTTO ALVIN FEHSE - 3/17/41

Motion picture film -

225 ft.

Motion pictures by [REDACTED] Exhibit 1A207-50
Still pictures by [REDACTED] Exhibit 1A512-32, 33 & 34

Note: Exhibit 1A207-50 is a 200-ft. roll of motion picture film. The first 60' of this film was exposed on March 12, 1941 and depicts the meeting between FEHSE, VAALEN and CLAUSING. The next 125' of this film depicts this meeting between FEHSE and SEBOLD on 3/17/41.

65-1819

PAUL OTTO ALVIN FEHSE AND HEINRICH STADE - 3/19/41

Motion picture film - 300 ft.
Motion pictures by [REDACTED] Exhibit 1A207-51
Still pictures by [REDACTED] Exhibit 1A512-24, 25 & 26

PAUL OTTO ALVIN FEHSE AND MAX BLANK - 3/21/41

Motion picture film - 300 ft.
Motion pictures by [REDACTED] Exhibit 1A207-52
Still pictures by [REDACTED] Exhibit 1A622-1, 2 & 3

PAUL OTTO ALVIN FEHSE - 3/27/41

b7C

Motion picture film - 200 ft.
Motion pictures by [REDACTED] Exhibit 1A207-56
Still pictures by [REDACTED] Exhibit 1A512-35, 36 & 37

PAUL OTTO ALVIN FEHSE - 3/28/41

Motion picture film - 200 ft.
Motion pictures by [REDACTED] Exhibit 1A207-55
Still pictures by [REDACTED] Exhibit 1A512-38, 39 & 40

Total ft. of motion picture film of PAUL FEHSE
(pages 11, 12 and 13) -----

3505 ft.

RLJ:MJD -14

65-1819

b7c [REDACTED] HEINRICH STADE - 5/14/41

Motion picture film -

230 ft.

Motion pictures by [REDACTED] Exhibit 1A207-72
Still pictures by [REDACTED] Exhibit 1A620-5, 6 & 7

65-1819

HARTWIG RICHARD KLEISS (WITH FEHSE AND WAALEN) - 1/25/41

Motion picture film -

350 ft.

b7c

Motion pictures by [redacted] - Exhibit 1A207-30

Still pictures by T. J. Donegan - Exhibit 1A524-5,6 & 7,
showing KLEISS and SEBOLD together in SEBOLD'S
office and 1A524-8, 9 & 10, showing KLEISS,
FEHSE and WAALEN together with SEBOLD in
SEBOLD'S office.

65-1819

HERMAN LANG - 2/6/41

Motion picture film -

200 ft.

Motion pictures by [REDACTED] Exhibit LA207-35
Still pictures by [REDACTED] Exhibit LA527-6, 7 & 8

b7c

HERMAN LANG - 3/7/41

Motion picture film -

300 ft.

Motion pictures by [REDACTED] Exhibit LA207-47
Still pictures by [REDACTED] Exhibit LA527-9, 10 & 11

Total ft. of motion picture film -

500 ft.

65-1819

RENE MEZENEN - 12/10/40

A few feet of motion picture film exposed by T. J. Donegan -
Exhibit LA207-14

Still pictures by [REDACTED] - Exhibit LA577-4, 5 & 6

Note: Both the motion and still pictures were taken before the installation of a new X-ray mirror on December 30, 1940, and are only fair. MEZENEN and SEBOLD can be identified in both the motion and still pictures. The first part of the 100-ft. roll of motion picture film depicts the meeting between MEZENEN and SEBOLD. The remainder of said roll of motion picture film depicts the interior of SEBOLD'S office, showing the location of his desk, the X-ray mirror and the microphones in his office. The last few feet of this film were exposed through the X-ray mirror and show former Special Agent [REDACTED] in SEBOLD'S office near the X-ray mirror.

b7c

RENE MEZENEN - 1/17/41

Motion picture film -

About 100 ft.

Motion pictures by Photographer [REDACTED]
Exhibit LA207-25

Still pictures by Photographer [REDACTED]
Exhibit LA577-7, 8 & 9.

65-1819

CARL REUPER - 12/16/40

b7c

Motion picture film -

About 100 ft.

Motion pictures by [redacted] - Exhibit 1A207-16

Still pictures by T. J. Donegan - Exhibit 1A597-1,2 & 3

Note: These pictures were taken before the installation
of the new X-ray mirror and are only fair
pictures.

65-1819

EVERETT M. ROEDER - 12/11/40

A small amount of motion pictures by T. J. Donegan -
Exhibit 1A207-15

Still pictures by T. J. Donegan - Exhibit 1A533-3, 4 & 5

Note: These pictures were taken before the installation
of the new X-ray mirror and are only fair. ROEDER
can probably be identified.

EVERETT M. ROEDER - 5/8/41

b7C
Motion picture film -

About 170 ft.

Motion pictures by [REDACTED] Exhibit 1A207-70

Still pictures by [REDACTED] Exhibit 1A533-6, 7 & 8

EVERETT M. ROEDER - 5/20/41

Motion pictures - none

Still pictures by [REDACTED] Exhibit 1A533-9, 10 & 11

65-1819

GEORGE G. SCHUB AND LEO MAALOU - 4/12/41

Motion picture film -

200 ft.

b7c

Motion pictures by [REDACTED] - Exhibit LA207-63

Still pictures by [REDACTED] - Exhibit LA623-1, 2 & 3

65-1819

ERWIN W. SIEGLER - 12/20/40

Motion picture film -

100 ft.

Motion pictures by [REDACTED] - Exhibit 1A207-19
Still pictures - none

Note: These pictures were taken before the installation of the X-ray mirror and are only fair for identification purposes.

ERWIN W. SIEGLER - 1/27/41

Motion picture film -

About 200 ft.

Motion pictures by [REDACTED] - Exhibit 1A207-31
Still pictures - noneERWIN W. SIEGLER - 1/28/41

Motion picture film -

About 200 ft.

b7c

Motion pictures by Photographer [REDACTED]
Exhibit 1A207-32

Still pictures by T. J. Donegan - Exhibit 1A544-17, 18 & 19

ERWIN W. SIEGLER - 3/4/41

Motion picture film -

200 ft.

Motion pictures by [REDACTED] - Exhibit 1A207-45
Still pictures - noneERWIN W. SIEGLER - 4/9/41

Motion picture film -

About 200 ft.

Motion pictures by [REDACTED] - Exhibit 1A207-61
Still pictures - noneERWIN W. SIEGLER AND ERICH STRUNCK AND LEO WAALEN - 4/25/41

Motion picture film -

260 ft.

Motion pictures by [REDACTED] - Exhibit 1A207-67
Still pictures by [REDACTED] - Exhibit 1A544-23 & 24

65-1819

ERWIN W. SIEGLER AND ERICH STRUNK - 6/6/41

Motion picture film -

100 ft.

b7C Motion pictures by [REDACTED] - Exhibit LA207-87
Still pictures by [REDACTED] Exhibit LA544-27, 28 & 29

Total ft. of motion picture film for ERWIN W. SIEGLER -

(pages 21 and 22) - - - - - - - - - - 1290 ft.

65-1819

HEINRICH STADE AND PAUL FERSE - 3/19/41

Motion picture film -

300 ft.

Motion pictures by [REDACTED] - Exhibit 1A207-51

Still pictures by [REDACTED] - Exhibit 1A512-24, 25 & 26

HEINRICH STADE - 5/14/41

Motion picture film -

360 ft.

Motion pictures by [REDACTED] - Exhibit 1A207-72

Still pictures by [REDACTED] Exhibit 1A620-2, 3 & 4

HEINRICH STADE AND [REDACTED] - 5/14/41

Motion picture film -

230 ft.

b7C

Motion pictures by [REDACTED] - Exhibit 1A207-73

Still pictures by [REDACTED] Exhibit 1A620-5, 6 & 7

HEINRICH STADE - 5/16/41

Motion picture film -

240 ft.

Motion pictures by [REDACTED] - Exhibit 1A207-75

Still pictures by [REDACTED] Exhibit 1A620-8, 9 & 10

HEINRICH STADE - 5/19/41

Motion picture film -

100 ft.

Motion pictures by [REDACTED] - Exhibit 1A207-76

Still pictures - none

Total ft. of motion picture film for HEINRICH STADE -

1230 ft.

65-1819

FRANZ JOSEF STEIGLER - 5/23/41

Motion picture film -

230 ft.

b7C Motion pictures by [REDACTED] Exhibit 1A207-79
Still pictures by [REDACTED] Exhibit 1A550-5, 6 & 7

65-1819

ERICH STRUNCK - 1/2/41

Motion picture film -

100 ft.

Motion pictures by [REDACTED] Exhibit 1A207-21
 Still pictures by [REDACTED] Exhibit 1A565-3,4 & 5

ERICH STRUNCK - 1/3/41

Motion picture film -

100 ft.

Motion pictures by [REDACTED] Exhibit 1A207-23
 Still pictures - none

ERICH STRUNCK - 1/31/41

Motion picture film -

100 ft.

Motion pictures by [REDACTED] Exhibit 1A207-34
 Still pictures - none

ERICH STRUNCK - 2/28/41

Motion picture film -

300 ft.

b7C

Motion pictures by [REDACTED] Exhibit 1A207-42
 Still pictures by [REDACTED] Exhibit 1A565-6, 7 & 8

ERICH STRUNCK - 3/1/41

Motion picture film -

100 ft.

Motion pictures by [REDACTED] Exhibit 1A207-43
 Still pictures - none

Note: Exhibit 1A207-43 is a 200-ft. roll of motion picture film. The first 100' depicts the meeting between STRUNCK and SEBOLD on March 1, 1941. The second 100' depicts a meeting between PAUL FEHSE and SEBOLD on March 3, 1941.

ERICH STRUNCK - 3/28/41

Motion picture film -

About 150 ft.

Motion pictures by [REDACTED] Exhibit 1A207-54
 Still pictures by [REDACTED] Exhibit 1A565-9, 10 & 11

65-1819

ERICH STRUNCK - 4/24/41

Motion picture film -

50 ft.

Motion pictures by [REDACTED] Exhibit 1A207-66
 Still pictures by [REDACTED] Exhibit 1A565-12, 13 & 14

ERICH STRUNCK, ERWIN SIEGLER AND LEO WAALEN - 4/25/41

Motion picture film -

260 ft.

Motion pictures by [REDACTED] Exhibit 1A207-67
 Still pictures by [REDACTED] Exhibit 1A544-23 & 24

ERICH STRUNCK - 5/29/41

Motion picture film -

100 ft.

Motion pictures by [REDACTED] Exhibit 1A207-81
 Still pictures by [REDACTED] Exhibit 1A565-17, 18 & 19

b7c

ERICH STRUNCK AND ERWIN SIEGLER - 6/6/41

Motion picture film -

100 ft.

Motion pictures by [REDACTED] Exhibit 1A207-87
 Still pictures by [REDACTED] Exhibit 1A544-27, 28 & 29

ERICH STRUNCK - 6/10/41

Motion pictures - Exhibit 1A207-86

Still pictures - none

Note: STRUNCK walked into SEBOLD'S office while [REDACTED] and SEBOLD WERE together and remained only about one minute. His entry and departure are recorded on the roll of motion picture film which records the meeting between [REDACTED] and SEBOLD.

Total ft. of motion picture film for ERICH STRUNCK -
 (pages 25 and 26) - - - - -

1360 ft.

65-1819

LEO WAALEN - 12/16/40

Motion picture film -

100 ft.

Motion pictures by T. J. Donegan - Exhibit 1A207-16
 Still pictures by T. J. Donegan - Exhibit 1A596-1, 2 & 3
 Note: These pictures were taken before the
 installation of the new X-ray mirror and are
 only fair.

LEO WAALEN - 12/30/40

Motion picture film -

100 ft.

Motion pictures by [REDACTED] - Exhibit 1A207-20
 Still pictures by [REDACTED] - Exhibit 1A596-4, 5 & 6
 Note: These pictures were taken before the
 installation of the new X-ray mirror and are
 only fair.

LEO WAALEN - 1/8/41

Motion picture film -

100 ft.

b7c

Motion pictures [REDACTED] - Exhibit 1A207-23
 Still pictures by [REDACTED] - Exhibit 1A596 - 7, 8 & 9

LEO WAALEN - 1/21/41

Motion picture film -

100 ft.

Motion pictures by Photographer [REDACTED]
 Exhibit 1A207-27
 Still pictures by Photographer [REDACTED]
 Exhibit 1A596-10, 11 & 12

LEO WAALEN, PAUL FEHSE AND HARTWIG KLEISS - 1/25/41

Motion picture film -

350 ft.

Motion pictures by [REDACTED] - Exhibit 1A207-30
 Still pictures by T. J. Donegan - Exhibit 1A524-3, 9 & 10

LEO WAALEN AND PAUL FEHSE - 2/25/41

Motion picture film -

200 ft.

Motion pictures by [REDACTED] - Exhibit 1A207-40
 Still pictures by [REDACTED] - Exhibit 1A512-12, 13 & 14

65-1819

LEO WAALEN - 3/7/41

Motion picture film -

140 ft.

Motion pictures by [REDACTED] Exhibit 1A207-47
Still pictures - none.LEO WAALEN AND PAUL FEHSE - 3/10/41

Motion picture film -

200 ft.

Motion pictures by [REDACTED] Exhibit 1A207-48
Still pictures by [REDACTED] Exhibit 1A512-18, 19 & 20LEO WAALEN, PAUL FEHSE AND HEINRICH CLAUSING - 3/12/41

Motion picture film -

350 ft.

Motion pictures by [REDACTED] Exhibit 1A207-49 & 50
Still pictures by [REDACTED] Exhibit 1A512-21, 22 & 23LEO WAALEN - 3/31/41

Motion picture film -

100 ft.

b7C
Motion pictures by [REDACTED] Exhibit 1A207-58
Still pictures by [REDACTED] Exhibit 1A596-13, 14 & 15LEO WAALEN - 4/5/41

Motion picture film -

140 ft.

Motion pictures by [REDACTED] Exhibit 1A207-59
Still pictures by [REDACTED] A596-16, 17 & 18LEO WAALEN - 4/10/41

Motion picture film -

100 ft.

Motion pictures by [REDACTED] Exhibit 1A207-62
Still pictures - noneLEO WAALEN AND GEORG G. SCHUH - 4/12/41

Motion picture film -

200 ft.

Motion pictures by [REDACTED] Exhibit 1A207-63
Still pictures by [REDACTED] Exhibit 1A623-1, 2 & 3

65-1819

LEO WAALEN - 4/16/41

Motion picture film -

85 ft.

Motion pictures by [REDACTED] Exhibit 1A207-64

Still pictures by [REDACTED] Exhibit 1A596-19, 20 & 21

LEO WAALEN - 4/21/41

Motion picture film -

90 ft.

Motion pictures by [REDACTED] Exhibit 1A207-65

Still pictures by [REDACTED] Exhibit 1A596-22, 23 & 24

LEO WAALEN - 4/28/41

Motion picture film -

50 ft.

Motion pictures by [REDACTED] Exhibit 1A207-68

Still pictures by [REDACTED] Exhibit 1A526-25, 26 & 27

LEO WAALEN - 5/5/41

Motion picture film -

100 ft.

Motion pictures by [REDACTED] Exhibit 1A207-69

Still pictures by [REDACTED] Exhibit 1A596-28, 29 & 30

LEO WAALEN - 5/7/41

Motion picture film -

100 ft.

Motion pictures by [REDACTED] Exhibit 1A207-71

Still pictures - none

LEO WAALEN - 5/12/41

Motion picture film -

100 ft.

Motion pictures by [REDACTED] Exhibit 1A207-74

Still pictures by [REDACTED] Exhibit 1A596-31, 32 & 33

LEO WAALEN - 5/19/41

Motion picture film -

40 ft.

Motion pictures by [REDACTED] Exhibit 1A207-78

Still pictures - none

65-1819

LEO WAALEN - 5/27/41

Motion picture film -

100 ft.

Motion pictures by [REDACTED] - Exhibit 1A207-80

Still pictures by [REDACTED] - Exhibit 1A596-36, 37 & 38

LEO WAALEN - 5/30/41

Motion picture film -

85 ft.

Motion pictures by [REDACTED] - Exhibit 1A207-83

Still pictures - none

LEO WAALEN - 6/4/41

Motion picture film -

90 ft.

b7C

Motion pictures by [REDACTED] - Exhibit 1A207-84

Still pictures by [REDACTED] - Exhibit 1A596-39 to 41

LEO WAALEN - 6/16/41

Motion pictures film -

90 ft.

Motion pictures by [REDACTED] - Exhibit 1A207-88

Still pictures by [REDACTED] - Exhibit 1A596-42, 43 & 44

LEO WAALEN - 6/23/41

Motion picture film -

80 ft.

Motion pictures by [REDACTED] - Exhibit 1A207-89

Still pictures by [REDACTED] - Exhibit 1A596-45, 46 & 47

Total ft. of motion picture film for LEO WAALEN -

(pages 27, 28, 29 and 30) - - - - -

3190 ft.

RLJ:MAM

65-1819

FREDERICK JOUBERT DUQUESNE

June 25,
1941.

Witnesses:

WILLIAM G. SEBOID

b7c



(Note: This conversation was in English)

Monitored conversation
Monitored conversation
Took motion and still pictures
Recorded conversation
Observed DUQUESNE briefly (did
not monitor conversation)
Observed DUQUESNE briefly (did
not monitor conversation)

VEC:AOBS 1

65-1819

RADIO MESSAGES RECEIVED AND
SENT FROM BUREAU STATION AT
CENTERPORT, LONG ISLAND.

The radio messages received and sent from the Radio Station operated by the Bureau at Centerport, Long Island, are as follows:

May 22,
1940.

"
May 22

Message #1.

(Sent)

It is dangerous to transmit in code. I absolutely need a code in plain English or German. I received \$240 from Manhattan. Meet ROEDER Monday. Shall I give him this money since he will not work any longer without money. I await your daily contacts. HARRY SAWYER. "

"
May 22

Message #001.

(Rec'd)

Await daily contact. Use only call out of book. We use further this frequency call outside amateur band. Use possibly 14470 kcs. Here QRV eight to nine a.m. and five to seven p.m. EST. If no contact look in band for call toned."

May 25,
1940.

"
May 25

Message #3.

(Rec'd)

The money is for ROEDER. He should finally deliver something. Clear text (code) presently impossible. Friend GUT, he knows with explanation. We are prepared to receive daily from 17-19 (5-7 p.m.) o'clock EST gbh. (Goodbye H?)".

65-1819

May 27,
1940.

" May 27

Message #2

(Rec'd)

Send only two times per week. We are prepared to receive and send daily. Furnish days you expect to send. For your security also send at other times. We are prepared 7 a.m. 1 and 5 p.m. Call signal only 3 letters no CQ. Furnish frequency outside amateur band."

May 28,
1940.

" May 28

Message #2

(Sent)

Gave money to ROEDER. He will deliver in ten days. STEIN says must have money quick. My own money also getting low."

May 28,
1940.

" May 28

Message #3

(Sent)

Your signal very weak. Can you improve it. I will send Tuesdays and Thursdays 1 and 5 p.m. EST. Will listen daily except Saturday night and Sunday. Saturday 12 noon o.k. Will furnish new frequency etc. later."

May 29,
1940.

"

Money for you and DUNN on way. STEIN has more than agreed. Will pay her in three weeks. Gbob (Goodbye old boy)."

May 29,
1940.

"

Have you already established connections with the airplane industry and where? Details please. LANG knows RANTZAU. If he feels secure he may remain, if not he should return at RANTZAU'S expense. A good position for him here is securely established. Greetings."

(Rec'd)

65-1819

May 31,
1940

"

May 31

Message #004

(Sent)

DUQN reports SS Champlain leaves here today with munition cargo. Is passenger liner armed anti-sub air. Will pick up convoy Bermuda bound Cherborg. May carry French Purchase Comm. Gruss (Greetings). "

May 31,
1940

"

May 31

(Rec'd)

Need urgently from all friends monthly production of airplanes factories. Export to all countries especially to England and France. Number, type, date of delivery. By steamer or air. Armature and armament. Payment cash and carry or credit, etc. Stop. [REDACTED] has two hundred dollars for you. Not for STEIN. Greetings."

b7C

May 31,
1940.

"

May 31

Message #5

(Sent)

DUQN says Rolls Royce have engine to fit flat in wings. Lycoming also. Sent blueprints via China. Allies ordered ten thousand mach. guns motorcycles side cars. USA gets news thru [REDACTED] in Vatican. Cath. Priest works for information."

b7C

June 3,
1940

"

June 3

Message #6

(Sent)

Morrow 6 p.m. look for me between 14490 and 14500 kc. If no contact in 15 minutes look in present frequency. Will use only letters SHE."

65-1819

June 3,
1940.

" June 3

Message #7.

(Rec'd)

Thanks for reports. Observe Normandie. Stop.
Use for calling only last three letters not W
two for your safety."June 4,
1940

" June 4

Message #7

(Sent)

I have no connections airplane industry yet.
Have no steady job. Lang still doubts. Wants
another name from Berlin more directions how
to return Germany and more proof he is dealing
with right people."

"

Gave friends msg plane production etc. DUQN
asks did you get U S army gas mask and mustard
cannister be sent on Conte Savoia and Rex.
STEIN says getting new contacts but must have
money at once as she is destitute. Greetings."June 7,
1940.

" June 7

Message #8

(Rec'd)

Lang's answer follows next week. Both Dunn's
(Duquesne) deliveries have not arrived. Lilly's
money is on the way. Your password for [REDACTED]
He lived in Genoa in the Hotel Helvetia. Goodbye
old boy."June 7,
1940.

" June 7

Message #10

(Sent)

Jim reports Champlain sailed today. Also four other
ships. SS Elizabeth taking provisions. Greetings
Hugo. H."(This message was based upon a telegram received by
HARRY SAWYER at his Hempstead address reading as
follows:

"NAFIO 14 NT NEWYORK NY 5

W. SEBOLD, CARE [REDACTED]
441 WASHINGTON ST HEMPSTEAD N CO NYLETTER EXAMINED ADDRESS ROOM 805 CHAMPLAIN THIS MORNING
FOUR OTHERS ALSO ELIZABETH TAKING PROVISIONS JIM 805)

b7C

65-1819

June 7,
1940.

" June 6

Message No. 9

(Sent)

Too dangerous to send from here outside amateur band. Tomorrow I return to old frequency. I will change frequency every few days between 14300 and 14400 Kc. Your frequency ok. You send first. I will answer with V and three call letters. You send time five or six PM for next day. I will ok but wont repeat time. Due personal matters I cant be on air Saturdays or Sundays."

June 13,
1940

" " June 8

Message No. 9

(Rec'd)

Is it true that shipments of provisions have preference over war materials?"

June 13,
1940

" " June 13

Message #11.

(Sent) b7C

Cot photos from GUT. Manhattan stays here. [REDACTED] did not arrive with money. STEIN wants to go to California for two months with cousin. Asks can she make contacts or work for you there. She got letter from HEINRICH Detroit about airplane motors. How shall I send it and other things I have."

June 17,
1940

" " June 14

Message No. 12

(Sent)

I find no proof shipments provisions have preference over war materials. Both shipped in large amounts. U.S. Army just traded in eighty more seven year old Northrup Bombing Planes. Total old planes released now 263. Companies resell to allies. Allies bought 600,000 Thirty calibre British Enfield Rifles 800 French machine guns, mortars, ammunition. Delivery through Canada cash and carry. H.S."

65-1819

June 17,
1940.

June 17

Message #10

(Rec'd)

Further references for Lang are [REDACTED] (questionable - may be [REDACTED]). Journey Lilly no objection. She shall continue observations and send important messages through you. Will radio soon new ways of communication and money. [REDACTED] missed last boat. Guten Empfang. (Good reception).

b7C

June 20,
1940.

" June 20

Message #13

(Sent)

Lang desires as soon as possible to hear from Fritz Sohn and [REDACTED]. Then he would like to have the best means of leaving by way of Mexico. His wife is sickly and can not stand a long journey. Generally he feels fairly secure. I await answer. "

June 24,
1940.

" June 24

Message #14

(Sent)

Carr says S.S. Pasteur carries ten sets drawings of Norden Sperry bombsights to Vickers Co., London for manufacture. Sight released for use of Allies. Vickers Detroit will also manufacture sights. Sperry will make 1200 and Norden 1400. Both firms must spend at least three months in tooling before production in any quantity begins."

June 24,
1940

" June 24

Message #11

(Rec'd)

Question. Are volunteers for the English army openly enlisted and for which service branch? What is the public reaction? Lang's answer follows next week.
Greetings."

65-1819

June 26,
1940.

(Sent)

" Message #15 dated June 25, 1940

How shall I send big drawings of wiring Lockheed Bomber from Carr? He says lot research at Sperry. New pilot under development using electrically driven gyros and electrical signal pickoff which feeds three individual servos through amplifiers. Amplifiers introduce rate signals utilizing first and second derivatives. These servos are similar to Ascania Rudder Machine. This pilot can be used with gyros of bombsight. Greeting.

June 26,
1940.

(Sent)

" June 25 Message #16.

Stein learned from member French Purchasing Commission that steel bought by France will not be taken over by England and that Champlain was sunk. She says [redacted] left on clipper Thursday to Portugal to drive ambulance in France. He was in Danzig last year. When will money arrive?

b7C

June 27,
1940.

(Sent)

" June 27 Message #17.

Have not heard or read of any enlistment for English army. No public opinion in favor of it. What shall I do with letters from Heinrich in Detroit? Manhattan sails Tuesday for Lisbon, Portugal. I will send material with Siegler. Will you meet him or shall he give it to [redacted] Dunn says examine inside all envelopes for wax - use charcoal."

June 27,
1940.

(Rec'd)

" June 27 Message #12

The three hundred sent end of April for Lilly is lost. We have today sent by way of Siberia three hundred for you, three hundred for Lilly, two hundred fifty for Dunn. Money goes to each direct. The man who brings the money over will be in Mexico in August and help Lang with his journey. More details follow. "

65-1819

June 28,
1940.

(Sent)

June 28,
1940.

(Sent)

June 28,
1940.

(Rec'd)

June 29,
1940.

(Rec'd)

June 29
1940

(Rec'd)

" June 28

Message #18

Following from Aufzug - M Division ~ Gerhof dot is lost. The dot for Fink. Manhattan sails Tuesday and I await someone in Lisbon, Portugal."

" June 28

Message #19

Stein's landlord threatens dispossess her today. She is destitute. Shall I borrow money for her from M Division? Suggest you send some money back with Siegler on Manhattan for her and Roeder as he wont deliver valuable material unless paid regular. Stein says two members French Purchasing Commission, one named [REDACTED] on way here to liquidate Commission. Says General of Morocco has been in touch with U.S. Commission. Greetings."

" June 28

Message #13

Answer to message 17 follows tomorrow twenty ninth. Dunn should not use the wax system."

" June 29

Message #14

Deliver all material through Siegler to [REDACTED] Lisbon, Hotel Duos Naloes. We repeat, [REDACTED] Lisbon, Hotel Duos Nacoes. Password on meeting is Sesam greets Franz. We repeat, Sesam greets Franz. [REDACTED] will hand over to Siegler five hundred for Roeder, three hundred for you, three hundred for [REDACTED]

(Note: Discrepancy in name of hotel. Two different spellings were given. Above is exactly as received.)

" Message #15

Continued from No. 14. ~ Lilly, two hundred fifty for Dunn. Distribution of money by you. Don't borrow any money for Lilly. All should report military and technical information and deliveries to England. Siegler should bring Stigler also to [REDACTED] Hearty greetings."

65-1819

July 2,
1940.

" July 2 Message #20

(Sent)

Sieglar says if no one comes off the ship, [REDACTED] should try to come in a small boat as a peddler to the port side midships at the lower porthole from which appears an antenna or stick with a tin can tied to a string, between 17 and 20 o'clock.

July 3,
1940.

" July 3 Message #21

(Sent)

Roeder says Grumman F-four attack fighter is equipped with six thirty caliber machine guns mounted in wings with provision for thirty seven mm cannon and racks under wings for four hundred pound bombs. Top speed three hundred forty miles per hour. Powered by one Wright cyclone seven hundred horsepower engine. Eighty one ships ordered for U S Navy. Order cancelled and transferred to English. Have only thirty engines for the planes."

b7C

July 5,
1940

" July 5 Message #15

(Rec'd)

Assistance will be rendered Lang by [REDACTED]
Mexico, D.F.,

[REDACTED] will be in Mexico towards the end of August. Lang should notify [REDACTED] in writing the date of his arrival. Password - Greetings from Dr. Rantzau. Best wishes."

July 8,
1940.

" July 8 Message #22

(Sent)

Fehse M Division says Queen Elizabeth has about 10,000 tons oil and benzine on board in barrels as well as fuel for her own needs. Have learned she has received two propellers from England each weighing 35 tons. She gets 1000 more beds and goes to Australia as troop transport within 14 days. No visible armament. Appearance exactly as reported."

65-1819

July 9,
1940

"
July 9

Message #23

(Sent)

Fehse says Belgian ship Ville de Arlon sailed with load of copper, molasses, machine parts, motors, horses. Ville de Hasselt sailed Wednesday fully loaded. Both ships have airplane parts on board in boxes. Destination is Liverpool. English ship Britannic sailed Tuesday. Has airplane motors and 12 heavy bombers on deck - as on Ile de France. Dutch ship Delftdijk loaded heavily - 15 fighting planes on her deck. Greetings."

July 10,
1940

"
July 10

Message #16

(Rec'd)

How many Allison motors made in series in Indianapolis have been delivered up to now and when. How many Allison motors were manufactured in General Motors works before Autumn 1939."

July 10,
1940

"
July 10

Message #24

(Sent)

Fehse says Belgian ships Mercier and Jean Jadot lie here half loaded for France. Have hundreds of autos and trucks, many provisions on board. Not loading at this time. Norwegian ship Berganger heavily loaded. Was for France. Still lies here. Arrivals are English ship Western Prince-appearance as before, except wire ring against mines is new. English ship Katuna, has two cannon aft and mine ring. Dutch ship Vollen-dam, hull painted black, upper structure and smoke-stacks brown, not armed, has mine ring. Was in convoy three days. Sailed for northern route. Trip time 14 days. All Dutch ships described in last writing have sailed for England fully loaded."

65-1819

July 11,
1940.

(Rec'd)

July 12,
1940.

(Sent)

July 15,
1940

(Sent)

July 15,
1940.

(Sent)

" July 11

Message No. 17

Send via Manhattan to [REDACTED] for forwarding Air Army and Navy Journal Number NAB one five forty. Army and Navy Register Number NAB one five forty. Wall Street Journal Number NAK one seven forty and current issues. Many greetings."

" July 12

Message #25

Lang desires assurance that you will reimburse him three thousand dollar stock losses in marks or dollars. Deposit in Dresden bank to his credit. Also travel expenses from here to Germany. He will write [REDACTED] in August. Greetings."

" July 15

Message #26

Dunn says two fourteen inch guns being moved from Sandy Hook to San Francisco then to Phillipine Islands. Ships Cambria and Seinilia brought children and unlisted passengers of British mission. [REDACTED] are guests here of [REDACTED]

" July 15

Message #27

Dunn says following letter sold to USA by a German - The channel drive will attempt coastal attack on Britain in early dawn or heavy fog by means of plane carriers displacing hundred or more sea surface tanks and armor-plated sea scows decked with detachable hatches of corrugated steel plate, having decks for tanks and five hundred men each. Tanks projected from carriers by skidways supported by pontoons, etc. Tanks are advance attacking units followed by beaching scows with armed force. Seems that members of units are in Ports of Ireland or will be sent there. H. destroyed former data. End."

b7C

65-1819

- July 16, " July 16 Message #28
(Sent) Stein cannot go to California. Has no money. Asks are you going to leave her here long enough so that she should sign another years lease for apartment?"
- July 16, " July 16 Message #18
(Rec'd) Regarding channel drive, your message very jumbled. Please repeat in German. Where did Dunn get this report?"
- July 17, " July 17 Message #17 (A)
(Sent) Repeating - the attack on England over the Channel will be attempted by means of a coastal attack at dawn or in heavy fog with help of airplane carriers which displace a hundred or more sea surface tanks - also sea worthy armored scows which are equipped with detachable steel hatches and decks for tanks and quarters for 500 men each. The tanks are projected from the carrier by skidways supported by pontoons, etc. The tanks are the advance attacking units followed by the armed troops on the scows. It appears that these units have been sent to ports in Ireland or will be sent there. H. destroyed earlier reports. End." Report on Dunn follows."
- July 18, " July 18 Message #19
(Rec'd) Dunns letter first June and Lillys letter sixth July received today. Diaphragm not received. Lilly can renew lease another year. Money on way but needs time. Kind regards."
- July 19, " July 19 Message #20
(Rec'd) Please inform Fehse he should inquire from ships returning from England as to the effect of the German air attack and report. End of message."

65-1819

July 19,
1940

" July 19

Message #21

(Rec'd)

Confine your radio messages to pure military and technical inquiries. However, listen to us daily. End of message."

July 22,
1940.

" July 22

Message #28

(Sent)

Dunn says unknown German in USA received the message on channel drive from his son who left Ireland. Father sold it to USA who sent it to Canadian Intelligence by messenger of US Ordnance Dept. Dunn stole message while it was on its way to Canada. Greetings."

July 22,
1940

" July 22

Message #29

(Sent)

Regarding inquiry about Allison Motors, there is no information to be found here. Carr says he heard the motors are not very satisfactory and only about 100 have been built. Shall I go to Indianapolis and make inquiries?"

July 22,
1940

" July 22

Message #22

(Rec'd)

For purposes of secrecy please do not always insert K (Konrad) in the extra squares but use various letters. We also request that you do not give numbers openly as has been done occasionally. We further suggest for secrecy that you use our key system."

July 23,
1940

" July 23

Message #30

(Sent)

Fink says ship Samaria left the harbor on July thirteenth. Scythia on July sixteenth. Ship Typ Westernland, after being here a few days, left for Canada in order to take on cargo there. All of the small ships named in the last report have also left. At the moment only three middle-sized English ships are here for loading. Ville de Mons and Ville de Liege arrived here and are being loaded day and night. They are supposed to leave again in the next few days for Liverpool. Cargo con-

65-1819

- Jan. 27,
1941 " Message #167.
(Sent) Fink asks whether reports from South America
through connection of Fink-Carlos arrive satisfactor-
ily. He said if he had money at his disposition he
could accomplish more and would not be bound to his
job."
- Jan. 27,
1941 " Message #168
(Sent) A Dutch ship left here on Jan. 16. Had two bombers
ready for flying, on board. English ships Royal
Crown and Botavon loading automobiles, many iron pipes
five by three CM., wooden beams, both armed. Another
English ship of Royal Crown type loads scrap iron
primarily. Dutch ship of Blomersdyk type, armed,
loads fast power trucks, ambulances, copper and
munitions - from Fink."
- Jan. 28,
1941 " Message #92.
(Rec'd) Ask Erwin to get information about Ralph O. Dooley,
b7c [REDACTED] ex Captain of SS President Roosevelt. Regards.
- Jan. 28,
1941 " Message #93.
(Rec'd) To what address can money for Fink be sent? "
- Jan. 29,
1941 " Message #169.
(Sent) From Fink - Norwegian ship Hoerda loads many heavy
machines, oil, benzine, is armed. Besides these there
arrived in morning hours from 14-17 o'clock another
eight English, Norwegian, and Dutch ships with
little cargo. More about this in next report.
Important is fact that there is always activity on
all ships as much material lies ready to be shipped
away. Many ships ranging from three thousand to twelve
thousand tons have never yet been here."

65-1819

Jan. 29,
1941

" "Message #94

(Rec'd)

Last letter from Carlos received here January 24, 1941. Reports from Carlos are unfortunately somewhat out of date as a result of transmission by letter but are nevertheless important."

Jan. 29,
1941

" "Message #170.

(Sent)

From Fink. Greek ship Mount Taysetus is loading. Could not determine what. Various Norwegian and English ships lie here in shipyards, some to be reconditioned, some to have decks and bridges reinforced as well as armaments mounted. U.S. Lines wants to buy at auction five ships to be sent to England under the Panama flag as was done some time ago with their own 8 ships under the Belgian flag. Many ships are momentarily sailing from Philadelphia, some days three or four ships for England."

Jan. 30,
1941

" "Message #171.

(Sent)

From Fink - Greek ship Kassandra Louloudis loading trucks, hospital articles, ambulances, provisions, and munitions for Greece. Swedish ship probably Anna loading suspiciously. I could not determine what and destination, as well as name. About three five naught naught tons."

Jan. 31,
1941

" "Message #172.

(Sent)

From Fink - in harbor are loading 11 English ships 3 Greek ships - 4 Norwegian ships - 6 Dutch ships - 2 Polish ships. 11 of these ships left N.Y. harbor from 25 to 26. January. Others should leave between Jan. 30 and Feb. 2 all armed. Some deep sea bombs. More particulars in letter."

65-1819

Feb. 1,
1941

Message #173.

(Sent)

From Aufzug - Churchill is supposed to have been here on the George Five and Roosevelt and Knox visited him on board."

Feb. 1,
1941

"Message #95.

(Rec'd)

Your message number one six nine - report from Fink. Following the word "Bewaffnet" is worthless as generally only precise reports without the nonessentials are useful."

Feb. 1,
1941

"Message #96.

(Rec'd)

For Fink. Swedish ship Anna carries only one three four five tons. If names cannot be determined, report type, characteristic superstructure, paint. Prompt report of the day of departure in all ship reports very important."

b7C

Feb. 3,
1941

"First. Please give particulars about [REDACTED] They are necessary to his own security even if his name is not right. Second. Check on Aufzug report regarding Churchill."

(Rec'd)

"First. Please ask Lang whether his firm receives time fuses, other materials out of Switzerland, details about same important. Second, please tell [REDACTED] that his work is very good and ask whether the data concerning army air corps are all of the same date.

b7C

65-1819

Feb. 3,
1941

"
Message #174.

(Sent)

Please send money for Fink under my name to my
bank. Then I will give it to Fink."

Feb. 6,
1941

"
Message #175.

bx

(Sent)

I will send more particulars about [redacted] in letter.
Will speak to him about message nine eight as soon
as possible."

Feb. 6,
1941

"
Message #176.

(Sent)

Local newspapers published pictures of Willkie
and Churchill together in England at same time George
Five was here. Yet Aufzug is convinced that pictures
are fakes. Fink says - one hears Churchill was on
board - therefore secret activities - the big rats
desert the ship. Probably also transfer of valuables -
analogous to Polish fleet. The rascals have exper-
ience. If it can't be proved it is good propaganda.
England will hate USA more than France. England
hates promised help which is not given."

Feb. 5,
1941

"
Message #177.

(Sent)

Fink writes. Dutch ship Dempo was here a week longer
than seheduled departure. Loaded nothing more.
Arrived one Dutch ship Type Dempo. Loading. A Dutch
passenger ship, about one four thousand tons, loading,
grey paint. English ship, Georgic type, two smoke-
stacks, loading. Ships brought crews for ships purchased
here. All ships loading war materials. Probably all
in convoy. English ship Hectoria arrived. Not loading.
Probably going to shipyard. Brought officers for ships
bought from U.S."

65-1819

Feb. 12,
1941

" Message #181.

(Sent)

b7c
[REDACTED] says if the correct date is not on the document, then he does not know the date but all documents are approximately same date. He indicated that material comes from New York headquarters."

Feb. 12,
1941

" Message #101.

(Rec'd)

Report on presence of Churchill in USA was incorrect. Your message number one seven three."

Feb. 12,
1941

" Message #182.

(Sent)

Lang says his firm does not receive time fuses from Switzerland but receives stop clocks and speedometers. He again asks whether the money was deposited in Dresdener Bank."

Feb. 12,
1941

" Message #183.

(Sent)

From Erwin - Dooley got fired on SS WASHINGTON November 1940 over argument with passenger over a woman. Threatened to throw them over the side. The couple sued the line. After this it was heard he worked in the office of the Navy. Heard he lives separated from wife. Somebody said he made lately a trip on a Navy tanker."

Feb. 13,
1941

" Message #184.

(Sent)

Your message eight seven. Could not reach Carr for long time. He writes me now he cannot meet me for another month."

Feb. 13,
1941

" Message #102.

(Rec'd)

How many USA airplanes has Great Britain received since outbreak of the war. What preparations are being made

65-1819

Feb. 13 cont'd.

" in Greenland and Ireland for air convoy."

Feb. 15,
1941

" Message #185.

(Sent)

Fink writes - ships in last report have all left for a large convoy. Departed are: Norwegian ship Talyong Feb. eight by way of Capetown, Suez Canal, to Turkey. Not armed. War materials, autos. Norwegian ship Ferglen to Yokohama. Gloria Feb. 4 to Genoa with provisions etc. for Switzerland. Has Panama and Swiss flags on both sides. Swedish ships which appeared suspicious were Ulesses, Freja, Venele, Asiri, besides those in last report - continued --

Feb. 15,
1941

" Message #186.

(Sent)

Reported as suspicious. Departed from Finland - Jugo Slav ship Vis, Finnish ship Fidra, Panama ship North King. Belgian ship Ville de Liege has arrived. English ships being loaded. Scorton, middle caliber cannon astern, large deep sea bombs: City of Calcutta, middle calibre cannon astern. Three others of about six thousand tons, armed astern. Two Greek ships, one named Patrai, unarmed, cargo for Greece. Two small Norwegian ships, about four thousand ton, one of which is armed, are loading for England. Departure of all named about Feb. One three. Cargo, important war materials. Two American ships loading autos, trucks, machine parts. Destination Africa."

Feb. 16,
1941

" Message #103

(Recd)

Who supplied the plans and photos of the new bomb sent us? Who produces it and since when?"

65-1819

- Feb. 17, " Message #104.
1941
- (Rec'd) Please furnish exact name and address of Lang's firm."
- Feb. 20, Message #187.
1941
- (Sent) Weather report.
- Feb. 25, "
1941 Message #105.
- (Rec'd) Important to know to which African ports war materials from USA are exported and for which warring party. Please also determine source of orders. Also instruct Fink."
- Feb. 25, "
1941 Message #188.
- (Sent) From Fink. Belgian ship Ville de Liege left here Feb. one three. Heavily loaded. Destination Liverpool. English ship Georgic arrived here Feb. one one from Liverpool. No damage. Two black smokestacks, brown superstructure, grey hull. Large size cannon stored in cargo hatch. One English and one Norwegian tanker lie fully loaded ready to leave. Both painted black and armed, about eight thousand tons gross. Gunene left here Feb. one four, not armed, brown superstructure, black hull. Greek steamer Agios Georgic Fourth, not armed left here Feb. one four. English steamer Thisleglen."

65-1819

Feb. 25,
1941

" Message #189.

(Sent)

Continued ~ armed, grey hull, brown superstructure, and Dutch steamer Japara, new design painted grey completely, armed, have arrived, loading. Freighter about seven thousand tons sloppy appearance, nationality not discernable, left here Feb. one five. Swedish steamer Kexholm left from East Coast without giving destination. Panama steamer Penelop left local harbor without destination. Portuguese steamer Laureco Marques is loading in restricted area. In shipyards lie many enemy ships, among them Norwegian ships Evita, Fern, Tarifa, Toronto. English ships Cochran, Ahamo, are being reconditioned as previously reported. English ships Fort Townsend, Markland, Fort Amherst communicate between Canada and New York."

Feb. 25,
1941

" Message #190.

(Sent)

From Fink ~ left last week from other harbors: Finnish ships Rasmari, Advanse, Pandia, Winha, without giving destination; Jugoslav ships Susak to Africa, Nemanji to India, D. Eduard Jeremac to Halifax. Norwegian ships Primo, Ogna, Hvoslef without destination, cargo all ships important war materials. Loss of two English one Norwegian ship near American coast should be known. Three American ships are loading in NY for Africa. Average of three leave each week. Important war materials. Request advice whether report on departure and names of American ships desired. Danish ships still have neutral appearance. Have been towed from their berths on upper Hudson to islands before Staten Island."

Feb. 27,
1941

" Message #191.

(Sent)

From Fink. Georgic was in shipyards three days. No visible changes. Departure for Liverpool Feb. two naught. Last three days before destination in convoy. English ship six thousand ton, armed, deepsea bombs, hull grey, superstructure brown, smokestack blue, heavily loaded, deck cargo, left Feb. one nine. Dutch ship, type Sommelsdyk, armed, painted completely grey, left Feb. two naught. Two ships, three thousand ton, Panama flag, black, left here Feb. one eight. Continued - "

65-1819

Feb. 27,
1941

(Sent)

"

Message #192

Four large English transports or tank ships arrived here. Names, Auri, Donax, Cardita, Adellen. All armed aft. Latter with deep sea bombs. All hull grey, superstructure and smokestack brown. London home harbor. Norwegian ship Gophocles, grey armed, arrived here. Also two Dutch ships, two English ships, one Norwegian ship. When all these are loaded and ready, report follows. Three Norwegian ships, Tarifa, Rio Novo, Ascokot, not armed, taking on cargo for Africa. Continued - "

Feb. 27,
1941

"

Message #193

(Sent)

Ship purchased from U.S.L., West Pocasset, arrived in local shipyard, the fourth ship to be equipped for England. Will probably sail under Panama flag. All ships were in very poor condition. Robin Line ships carry much material to Africa. Next month three new ships will be placed in service. One seven knots. NY to Kapstadt one seven days. Request advice whether names, sailing dates of these and other American ships for Africa are desired."

Feb. 28,
1941.

"

Message #106.

(Rec'd)

Regular procurement of the New York Maritime Registers, also of older copies, greatly desired. Tell Fink that sailing dates of steamers for Africa are desired."

Mar. 2,
1941

"

Message #194.

(Sent)

From Fink. American ship coming from South America arrived here Feb. two naught, was held in Bermuda, discharged one hundred tons frozen meat. Four five ships lie there, among them many tankers, ready for convoy. Steamer left there Feb. 1 eight English ships Auri, Donax, Cardita, Adellen, armed Dutch steamers Aldemond, Herstein, Norwegian Egophocles, two large Norwegian tankers, name, etc. not yet determined, all in shipyards. Continued."

65-1819

Mar. 3,
1941

(Rec'd)

" Message #107

Have you heard anything yet from Edi Gontard?
Gave you name some time ago together with others.

"

Mar. 3,
1941

(Rec'd)

" Message #108.

Nice reports from Fink but where are reports regarding
air industry and arms?"Mar. 6,
1941

b7C

(Rec'd)

" Message #109.

Please tell [REDACTED] that ten thousand marks have been
transferred to the banking house NCA L. Schmidt
Sch Warzenback. G Rosa Anson Dask Grost Wilhelm.
To the credit of [REDACTED]Mar. 8,
1941

(Sent)

" Message #195.

Arrived and taking on cargo - English ships
City of Capetown, City of Edinburgh, Fort Hunter,
Royal Emblem, all armed aft, deep sea bombs,
camouflage painted gray and brown. Dutch steamer
Bredyk and Dutch type of Japara, both armed,
painted gray, loading for England. Further being
loaded, greek ships Altena Levanno, Aidina Aldanoy,
sloppy appearance, not armed. Panama steamer
Ronin and another ship about three thousand ton loading
for England - continued."

65-1819

Mar. 8,
1941

"
Message #196.

(Sent)

All ships arrived in last few days. Departure will follow not before next week. Swedish ship B Rageland has six of heaviest bombers on board - wings, motors dismounted. Camouflage painted. Is supposed to go to Bombay, from here twenty first. Swedish ship Vasaholm loading suspiciously. Cargo as often reported appears to be many motors from Packard, Pratt and Whitney, as well as provisions. Fink."

Mar. 10,
1941

"
Message #110.

(Rec'd)

Please pay out to Fink - Fink hundred dollars I repeat -- hundred dollars. Hearty greetings."

Mar. 10,
1941

"
Message #197.

(Sent)

From Fink. All steamers from last report still being loaded. Two of the large English tankers still lie in shipyard, other two being loaded Bayonne. One English ship described as six thousand ton was Silver Cedar. Greek steamer Georges IV clean, modern normal appearance, has loaded TNT. Will take on deck cargo. That Dutch ship of about nine thousand ton has gone to Canada. Takes on cargo there. Named Marnax St. De Aldegonde. An English tanker entirely black armed, and a Panama tanker, hull black, superstructure yellow brown, no neutrality flag, both nine thousand ton, lie fully loaded ready to sail. Continued - "

Mar. 10,
1941

"
Message #198.

(Sent)

Arrived, being loaded: English ships, Port Melbourne, nine thousand ton, old construction, hull black, superstructure, smokestack brown, armed: Mahout armed, deep sea bombs, hull grey, superstructure - smokestack brown; Kaipama, home port Plymouth, armed; steamer type of clan line, four five naught naught ton,

65-1819

Mar. 10,
1941

Message 198 cont'd.

(Sent)

"

hull black, superstructure - smokestack brown, armed aft; Dutch ship, type Japara, entirely black, armed, new structure; Norwegian ship, type Herstein, entirely grey, not armed; Norwegian ships Torrens, Fernplant, Ferncastle in shipyard, are dark grey - continued - "

Mar. 10,
1941

"

Message #199

(Sent)

English ship, New Texas, armed; Norwegian ship Laif, unarmed, hull gray, superstructure white, smokestack black; Norwegian ship San Andres, loading for Africa. Norwegian ship Elink from India is aground. Ciss has sunk Rock Point, Nova. Three enemy ships loading here. Nationality armaments, etc. Not yet determined. Swedish ship Brageland left without giving destination, six heavy bombers on board. The Danish ships now lie at island of Bayonne. Still negotiating over eventual possession. American ships sailing to India, Africa, Australia, large quantities war materials. Much cargo ready on transfer and loading places especially packed airplanes, motors, provisions. "

Mar. 10,
1941

"

Message #200.

(Sent)

Your message one naught seven. Please see message one five naught. I have not yet heard from Gontard. Shall I write again or see him. I sent letters with Knorke [REDACTED]

b7C

Mar. 10,
1941

"

Message #201.

(Sent)

Message nine one. As far as I can find out there is no General Motors factory in Fairbanks, Alaska for production of airplanes. Metzger said on his return from California that no airplanes are manufactured in Fairbanks. Then he said the Canal Zone is being fortified. Canal Locks are being provided with a cement top. Anti-Aircraft batteries are also being installed."

65-1819

Mar. 10,
1941

Message #202.

(Sent)

Your No. one naught three. Dunn says he supplied plans and fotos of bomb. Were taken in Washington from DuPont who produces the bombs in USA hamlets and in Canada. He does not know since when. Dunn's friend in Dakar is [REDACTED] age three four, related to man in State Department. Dunn requests a mailing address in Japan. Says he sent information via Japan through Japanese Consul here. Dunn says a man came to his residence recently and asked landlady for him. Man gave name similar to [REDACTED]. Dunn tried to see the man at a hotel but failed. He asks if you know and sent this man to see him."

Mar. 11,
1941

Message #203.

(Sent)

Weather report.

b7C
Mar. 11,
1941

" Message #111.

(Rec'd)

What else did Metzger - B - see in California. Has he been to any airports or airplane factories."

Mar. 11,
1941

" Message #112.

(Rec'd)

I do not know anyone by the name [REDACTED]
Might have been either [REDACTED]

Mar. 11,
1941

" Message #204.

(Sent)

From Fink. Ships reported loading in last report left around March four. Cardita taking on benzine in Bayonne. Arrived, loading: English ships British Prince, armed, mine ring, came from London; City of Johannesburg, armed, from Newcastle; Empire Carebou. Armed deep sea bombs; Iris Bank, armed; Silver Bell, armed from Singapore; San Felix, to Canada. Belgian ships; Ville de Anvers, appearance as before, unarmed speedily loaded, left from here March one for Bermuda

65-1819

Mar. 11
1941

Message #204 cont'd.

"

for convoy; Indier, armaments not determined,
loading for Liverpool. Continued -- "

Mar. 11,
1941

"
Message #205.

(Sent)

Dutch ships; Zaandam not armed, for India, Sloterdyk,
armed, arrived here, unloaded, sailed to another
harbor for cargo; Polyphemus for England, armament
not visible; Pygmalion loads for Africa, nor armed.
Following smaller Dutch ships loading for West
Indies and Africa; Hebe, Astrea, Mapia, Media, Flora,
Polish ship, Zagloba, armed, for Liverpool. Greek
ship Argo, not armed, normal appearance, loading.
Norwegian ships Marit, Aragon, armed are loading
for England; Germa, Tricolore not armed are loading
for India, far east. Continued".

Mar. 11,
1941

"
Message #206.

(Sent)

Following Norwegian ships, nor armed, painted
camouflage, loading for South America; Santos, Tatra
Toledo. Three last reported ships are Norwegian
Nordvangen, Trondanger, Kristianfjord, Armament,
destination, I cannot determine. All named ships
for England will not be ready to sail before March
eight. Cargo: War materials, many tractors. With
special attachments for street clearance, provisions,
munitions, airplane motors and parts. American ships
are carrying large quantities war materials to
Africa, above all automobiles, trucks, machines -
continued."

65-1819

Mar. 11,
1941

" Message #207.

(Sent)

Egyptian ship ZAMZAM formerly LEICESTERSHIRE arrived here, is loading in various American harbors. Leaves here on March one five. Rumanian ship Pravahova has changed to Panama flag. New name is Tropicus. About four to five freighters leave weekly from NY for Africa, but are unable to carry away all the waiting freight. Enough cargo lies waiting for the next few months. Much of it coming from Canada."

Mar. 12,
1941

" Message #208.

(Sent)

Until now I have paid out two two five dollars to Fink. The other money for him has not yet arrived."

Mar. 12,
1941

" Message #209

From Fink. Ships which appeared suspicious as seen and as taken from notices, which sailed last week from NY and other American harbors: Under Panama flag: Carmona, Cardina, both Africa; Harden, Esso Copenhagen, Lake Traversa, Vamar, Makena, Josiah Macy, Median, Prometheus, Panam, Gloria. Honduras flag; Merida, Mangore, Florida. Jugoslav ~ Lina Matcove, Privlav, Triglaw, Vojwoda, Putnick, latter to Canada ~ continued."

Mar. 12,
1941

" Message #210.

(Sent)

Greek steamers Katingo Hadjipatera, from and Gerassimos Vergottis to, Suez Canal. Belgium ship Ampetco, French ship Fort Royal arrived in NY. Finnish ships Nagu, Fidra, Ericus, Fenix, Parma, Portuguese ship Luso; Swedish ships Askild, Astri, Lima. American ships Exiria, West Nilus, West Trush, Marymar, Gulfpenn, Tampico, Exelona Cassimir, Elizabeth Kellog. Named ships probably went to English possessions ~ Canada, India, Africa, etc. Continued."

Mar. 12,
1941

"Message #211.

(Sent)

Size and appearance of following ships not known.

65-1819

Mar. 12,
1941

(Sent) Message #211 cont'd.

"

Sailed from the American harbors. Dutch ships Amazone, Madoera, Tabinta, Castor, Laertes, Brastagi, Katendrecht. Norwegian ships Biscaya, Nidardal, Ivaran, Mirlo, Sommerstad, Nueva, Andalucea, Hoegh Giant, Polycastle, Kirsten B. Gudvør, B Uesten, Gezina, Melina, Domma, Ingrid, Britamer, Suderoy. Danish ships still lie here. Should the negotiations which are still in progress between American ship companies and the owners fail, the Maritime Commission will request the American Congress for permission to charter the ships for America."

Mar. 13,
1941

"

Message #212.

(Sent)

Your message one one one. Please see my one three four. Metzger has now left again for California."

Mar. 13,
1941

"

Message #213.

(Sent)

From Fink - following are ships under American flag which left here on named days for African harbors. Kentucky, from here March four, arrive Capetown April three. President Hayes left March seven to Hongkong, Singapore, Kobe, Shanghai. West Irmo left March seven, arrives Freetown March two four, Monrovia, March two six. Exilonia left March one to Colombo, Rangoon, Calcutta. Iberville left March one, arrive Capetown March three one. Continued."

65-1819

Mar. 13,
1941

" Message #214.

(Sent)

Executor left March two, arrives Colombo March three one, Rangoon April seven. Robin Goodfellow arrives Capetown March three one, Beira April one four. Seattle Spirit left March six for Capetown, Port Elizabeth, East London. Peter Kerr left March one two for Capetown, Durban. Lone Star left March five for Capetown, Port Elizabeth East London. Polybius left March one naught for Capetown, Port Elizabeth, East London. Durban." *b7c*

Mar. 13,
1941

" Message #113

(Rec'd)

Please advance Fink hundred dollars from deposit there. Additional payment of five null null dollars on the way."

Mar. 15,
1941

" Message #215.

(Sent)

From Fink. Ships from last report are loaded. Can leave any hour. Ship Kaipara returned due to machine damages. City of Edinburgh, loaded in three other American harbors, returned, is loaded, ready to sail to England. Marnix Van Sint Aldergonde is loading cannot determine whether to England or again to Canada. Following enemy ships arrived here since last report: English ship Cerintrus, armed, deep sea bombs, cargo mostly declared for Glasgow. - continued."

Mar. 16,
1941

" Message #216.

(Sent)

Markland, armed, now sails to England. Cargo addressed to London. Has received peculiar super-structure like an outer border wall about three meters higher around the ship where the cargo hatches begin. Arabian Prince and Pacific President, armed, from here March eight to Cardiff. Pacific Grove, armed, departure March twelve and Pacific Shipper, departure March one three to Cardiff. Alderpool, armed, departure March twelve to Hull. Stanwell, armed deep sea bombs, light damages on deck noticeable, in spite of which she is loading,

65-1819

Mar. 16,
1941

Message #216 cont'd.

(Sent)

"came from Middlesbrough. - continued."

Mar. 17,
1941.

"Message #217.

(Sent)

English ship Empire, second word cannot be seen. War series construction, has no masts, short smokestack, nine thousand ton, trip from London two seven days - only ten to eleven knots. Four inch cannon aft. Four machine guns on deck. One anti-aircraft gun named Holman Projector. Dutch ship Edam, armed, deep sea bonds, from Liverpool, carried crews for ships purchased here. Dutch tanker Oscila, not armed, camouflage painted, another Dutch tanker same conditions, probable name Aruba. Norwegian ships Vav, Favorit, armed, loading for England."

Mar. 17,
1941

"Message #114.

(Rec'd)

For Fink. In ship sailing reports, do not refer to previous reports. Each report must be independent within itself and give a clear picture."

Mar. 17,
1941

"Message #218.

(Sent)

Continued. Fink. Two Norwegian tankers, Pan Norway, Marit, arrived here, into shipyard, cannot determine armaments. Tanker Esso Bolivar, Panama Flag without signs on the sides, hull black, superstructure brown, arrived here empty. Belgian tanker Esso Belgium, not armed, same appearance etc. Small Polish ship Vislaw, painted black, armed, arrived here from England, into shipyard. Swedish ship Kolsnaren arrived here. Had cargo coming from England. Swedish ship Norruna is loading suspiciously leaves here without giving destination. Continued."

65-1819

Mar. 17,
1941."
Message #219.

(Sent)

Norwegian ship Dalkis, unarmed, arrived here from South America. Small Danish ship Hans Egede. Somewhat larger than our Elde Light ships, sails from here to Greenland. Has flags on sides. There are still some enemy ships lying in shipyards, where, I have not yet been able to determine. Will observe them when the opportunity presents itself. Learned that the American Navy, by passage of the Lend Lease Bill, will protect American trade routes to the far East and Africa. The Danish ships are supposed to be forced into service for American and English interests by a law to be passed."

Mar. 17,
1941"
Message #220.

(Sent)

I have sent letters two naught, two one, two two, and other materials with Knorke. I have also given the same materials to Carlos. Please let me know whether Carlos materials arrive."

Mar. 18,
1941."
Message #115.

(Rec'd)

We request report on when letters twenty to twenty two left there, with brief resume of contents."

Mar. 19,
1941."
Message #221.

(Sent)

Letter twenty concerns Dunn, Carr, etc. Problems, Two one concerns enclosed material from [REDACTED] Two two concerns personal data on [REDACTED] Sent over with Knorke March 1, with Carlos March twelve.

b7C

65-1819

Mar. 21,
1941

" "Message #222

b7c

(Sent)

Local newspapers carry articles about [REDACTED] U.S. State Department, who was previously in Vienna. He has been discharged here from government service for the reason that he had relations with Lilly Stein who is named as a female agent of a foreign government."

Mar. 21,
(Sent)

" "Message #223

I believe that it is dangerous to radio too long each day, especially the transmission of the long Fink reports. Have you any suggestions on how to shorten Finks reports, and are there no other ways to send reports by mail or ship as I momentarily only have one ship connection."

Mar. 21,
1941
(Sent)

" "Message #224.

Weather report. "

Mar. 22,
1941

" "Message #116.

(Rec'd)

Regarding your message Nr. two two three. Fink reports are valuable. Shortening can be accomplished if Fink confines himself to precise reports on departures and eliminates rumors and conjectures. Mail, air and ship transportation too slow. It must be accomplished to establish promptly the amount, Ulrich (?), boats, air armaments, etc. on transports from USA to Europe and Africa."

Mar. 22,
1941

" "Message #117.

(Rec'd)

Letters number twenty to twenty two not yet arrived."

65-1819

Mar. 22,
1941

" " Message #118.

(Rec'd)

Accounts are desired concerning USA. USA ship-yards, their arrangement, slips, docks, etc., especially also concerning newly constructed ones."

Mar. 22,
1941

" Message #225

From Fink. Following ships of various nations which have run in and out of American harbors. Part of them were also in NY. Have not mentioned them in reports as they were in service to Africa, Indies, South America. Ships are camouflage painted, mostly unarmed. Norwegian ships: Leisefjord, Idraet, Alexdra Hoegh, Bayard, Lillgunvor, Port Antonio, Albert L. Ellsworth, Lindvangen, Maud, Siranger, Rita, Havmdg, Garnes, Inger Fem, Frisco, Far, Nicholas, Cuneno, Montevideo, Skottland, Olga, Gunderson. - continued."

Mar. 24,
1941

" " Message #226.

(Sent)

French ships: Frumaire, Belin D. Exnambug, Mont Agel, Merope, These sail mostly from and to Martinique. Jugoslav ship Dubravka. Greek ships: Marthion, Ignor, Theomitor. Panama ships Josepfine, Ponce, Pereira, Myriam. Dutch ships: Tiberius, Poseidon, Kotanopan, Zypenberg, Hector, Luna, Amazone, Bacchus. The Maritime Commission has given permission to American companies to charter seven steamers to England, more supposed to follow. Mail report follows: - continued."

Mar. 25,
1941

" " Message #227.

(Sent)

American tanker Argon, six nine naught naught ton, is under way from Aruba to Lisbon with a cargo of fuel oil and gasoline, chartered to England. American ships going to Enemy Colonies: Keystone, left March one four. Henry S. Grove, left March one four, Robin Locksley, maiden voyage, left March one five. All three to Capetown, Port Elizabeth, and other harbors. Exporter, left March one five to Bombay, Calcutta, Exton left March one five to Bombay, Colombo. Lafayette left March one seven to Basra, Colombo. Quaker City left March ten to Brisbane, Sydney, Melbourne. American ships

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Mar. 25,
1941

Message #227 continued -

"

which left harbors without giving destinations:
 Catahoula, Virginian, Mae, Malay, Elwood, Anniston
 City, Colabee, Domino."

Mar. 25,
1941

"

Message #228

(Sent)

A man named Heinz Stade has been recommended to me.
 He gives following references. [REDACTED]
 [REDACTED] office of Foreign Politics,
 Hanover, and [REDACTED] Government Radio,
 Berlin. He demands the first name of his sister
 as a password. He says he has important materials
 which he will send to you through me. Therefore
 please send me his sister's first name."

b7C

Mar. 26,
1941

"Message #229

From Fink:

(Sent)

Ships from last report are on the way except two English
 ships reported in shipyards, fully loaded, ready at
 anchor. English ships Boston City, Rhexenor, City of
 Delhi, armed, latter with deep sea bombs, left March
 eleven. Newly arrived here: English ships Gibsum
 King, armed, antiaircraft guns, Indian Prince, armed,
 British Valour, armed, Wellfield, armed, tank
 steamer Toorak, armed. All named loading direct for
 England. Steamers Maihar, armed, deepsea bombs,
 Dardanus armed, carried cargoes coming from Far East."

Mar. 26,
1941

"

Message #230.

(Sent)

Following Norwegian tankers arrived here empty: Alar,
 Atlantic, Kosmos II, Makitt II, latter in shipyard, all
 camouflage painted, could not determine armaments on
 any of them. Following Norwegians arrive here, being
 loaded for England: Varanger, Norbryn, Eastern Star,
 all armed. Dutch ship Balinkar, armed, loading for
 England. Following Dutch ships have arrived and are being
 loaded for a trip to India. Kota Napan, Hector, Kota
 Tjandi, Grijnsen, Bacchus, Luna, latter for South
 America. Norwegian ships Reinholt to China, Soebeli,

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Mar. 26,
1941

Message #230 continued.

(Sent)

Maud and Bill, Pollux, to South America. Not armed, camouflage painted. Martin Bakke in shipyards, has received armaments here. Continued."

Mar. 26,
1941

"
Message #231.

(Sent)

French steamer Guadeloupe arrived here from West Indies, flags on both sides. Following Greek ships from England. Oropus, Eugenie Livanos, Stylianos Chandris, from Greece came Katingo Hadjipatera. None armed. First two in shipyards. Very poor appearance. Polish ship Rosewie, appearance as previously reported, loading for England. Have often learned that ships sail mostly to following English ports: Middlesbro, Greenock, Cardiff, Lynass, Clyde River Ports, Hull, Liverpool. Cargo of war importance at the moment much of it with numbers and label French contract nine seven, etc. After meeting with Carlos, nothing new from the trip."

Mar. 26,
1941

"
Message #232.

(Sent)

Through Fink, I have become acquainted with a man named Blank, who can obtain airplane information. Blank references: [REDACTED] Junkers Works and [REDACTED] S.S. Bremen. He says he needs expense money in order to get information. Blank asks also whether he can work with [REDACTED] [REDACTED] who is again in America. I await your advice."

b7C

65-1819

Mar. 28,
1941

"
Message #233.

(Sent)

From Fink: loading of the ships from last report was delayed by rain and snow. Part have gone. Others leave in shortest of time. All tankers from recent reports have left here full. Newly arrived or out of shipyards and being loaded: English ships: Empire Seal, Argos Hill, City of Keelung, Pacific Grove: all armed, deep sea bombs. English tankers which arrived here empty: Montrolite, D.L. Harper, Tachee, armed. English ship Paipaki, armed, arrived from Australia. Continued."

Mar. 28,
1941

"
Message #234.

(Sent)

India Prince left for India March two one. Cargo for City of Glasgow lay ready. Ship itself nowhere to be seen. Norwegian ships Skaras, Lista, armed, loading for England. Ida Bakke, Martin Bakke, latter armed, are loading. Former arrives Rangoon April three naught. Letter at Manama May six. Bencas, for Far East. Tamerlane for South Africa. Betancuria, Tolosa for South America. Ingrid, West Indies - Tatra, from here probably for South Africa. Last named ships not armed, painted camouflage. Continued."

Mar. 28,
1941

"
Message #235

(Sent)

Norwegian ships Haraldsvang, Elink in shipyard. Were until now not armed. Besides these, still others are in shipyards. Norwegian ships arrived here: Tabor, Bayard, Magnhild, Blik, Konnte Weiteres Noch Nicht Erreichen. Griech. D. Icarion left here. Had only part of cargo. Goes to other harbors. Egyptian ship Star of Alexandria arrived here. Swedish ship Koolsnaren loading suspiciously. Dutch ships Amazone, Astrea leaving for West Indies, Laertes, for Far East. Continued."

65-1819

Mar. 28,
1941.

"
Message #236.

(Sent)

Dutch ships carry much war material ton Indian possessions. On various English ships I have determined the following: A davit like device is mounted outside above the waterline, about seven meters long, fifteen Cmt. diameter. Probably for swingout the paravanes out. Noticeable cargo to England: many machine tools, spare parts for airplanes, provisions, hospital articles. Ships Fort Amherst, Townsend again here, from, and to, Canada."

Mar. 29,
1941.

"
Message #237.

(Sent)

From Fink: Enemy ships besides those already reported which left from other American harbors: Norwegian ships: Torny, Balla, William Hansen, Gundersen, Lido, Tai Yun, Marathon, Sorvangen, Nidaral, Austvangen, Havern, Molda, Maira. Dutch ship Weltvrede. Neutral ships without giving destination: Jugoslav ship Neti. Swedish ships Colombia, Anita, Industria. Finnish ship Solbritt. Panama tank steamers I.A. Mowinkel, H.H. Rogers, Comolcuba, Portuguese ship Congola Velho. Continued."

Mar. 29,
1941.

"
Message #119.

(Rec'd)

On his last trip from New York, Knorke lost a letter containing photo copies in the Harbor district. A second letter containing photo copies was taken away from him during a cabin investigation. After a hearing Knorke could continue the trip. He, however, fears troubles on his return. Therefore, caution. Advise Knorke to conceal materials most carefully on board, not in his own closets."

65-1819

Mar. 29,
1941.

"
Message #238.

(Sent)

Two ships, nationality not ascertained, named Olga, Domino. American ships going to enemy possessions: Coloradan from N.Y. March two one to Capetown. Arrives April one nine. Lourenco Marque April two nine. Michigan, March two two, to Capetown and Port Elizabeth. Black Eagle, left March two two to Basra, arrives May one four. President Hayes, March two one to Shanghai, Hongkong, Manuka from Frisco to Far East. President Fillmore to Far East."

April 5,
1941

"
From Fink. Fink returning to Germany on S.S. SIBONEY.
Arrange return from Lisbon."

(Sent)

April 5,
1941

"
Message #240.

(Sent)

Your message one one nine. I have already seen Knorke
and have sent further materials with him to [REDACTED]

b7C

April 5,
1941

"
Message #241.

(Sent)

Weather seven AM. three naught degrees. Three naught point naught two. Unlimited. Nine miles. West seven miles, Cloudy and warmer."

April 5,
1941

"
Message #242.

(Sent)

Newspapers report arrest and sentence yesterday of one Paul Fehse to one year imprisonment for failing to register as a Foreign Agent."

65-1819

April 5,
1941

"Message #120.

(Rec'd)

Observe and report shipments of war materials from USA to Persian Gulf through American Express Line."

April 5,
1941

"Message #131.

(Rec'd)

Please acquire telephone book 1941 of London, Birmingham, Liverpool, Plymouth.
Older issues not of interest."April 5,
1941

"Twenty to twenty two received. Concerning Gontard, wait for our message. Letter to Georg in Budapest received. Use same address for mail. Concerning [redacted] letter, don't undertake anything more. [redacted] reports are good, and further are urgently desired. Thank him heartily for true cooperation. In no case may you expose yourself by new recruiting. Better hands off."

b7C

April 10,
1941

"Message #243.

(Sent)

From Finks friend Leo: newly arrived here: English ships Empire Swan, Vernon City, Princess Arlene, Clare Lilly, Gipsum Prince, Yorkmoore, Markland, all armed and deep sea bombs. Norwegian ships Frontenac, Heina, Taishan, John P. Pedersen, Helien, armed. In shipyards besides those already reported: Norwegian tankers Rita, Netos, Titania, Tarn, Dea, Dalvangen, Hellen, Norbrynn, Albert L. Ellsworth; Dutch ships Flana, Flora, Media."

April 10,
1941

"Message #244.

(Sent) -

From Leo. Ville de Liege left New York on April five, four o'clock PM for Liverpool. Not in convoy. One six to one seven knots."

65-1819

April 10,
1941

"
Message #245.

(Sent)

Weather eight am. Eight thousand feet. Partly cloudy. Two miles. Four six degree. Northeast four miles. Three naught point one seven. Do you still want these weather report."

April 10,
1941

"
Message #123

(Rec'd)

Please repeat [REDACTED] address Mexico City.
Happy Easter and wish everything good."

April 13,
1941.

"
Message #246.

(Sent)

Your message one two three. I do not know [REDACTED]
Mexico City address. Shall I ask him for it.
He asks daily for a message from you. Happy Easter."

b7C
April 15,
1941

"
Message #124.

(Rec'd)

First, on April eighth you gave following message from [REDACTED]
For letters over Tokio.
Tokio my address stop garbled address followed stop.
Please repeat this address. Second, reports are urgently
desired concerning USA. USA deliveries to Africa.
Africa. Ostensibly this refers to airplanes, etc. etc.
to Egypt. Egypt."

April 16,
1941

"
Message #247.

(Sent)

On April eighth I sent you a message which I received
from [REDACTED] but I did not know it contained his address.
I will request [REDACTED] on Friday to repeat the message."

65-1819

April 17,
1941

Message #248

(Sent)

From-George. Ship Capira, seven to eight thousand ton, overloaded, superstructure black brown, destination Liverpool, USL. Panama flag. Georg asks of Gerhoff what they think about [REDACTED] Schuh traveling to Germany as German citizen. Departure middle of May."

April 20,
1941.

" Message #125

(Rec'd)

For the time being we forego weather reports in order to relieve you. Carr should gather material for [REDACTED]
Greetings. [REDACTED]

b7C

April 21,
1941

" Message #126.

(Rec'd)

First. Who is Georg? Second, we contemplate sending a second man to the USA to relieve you. He would be trained in radio. Would it be possible for you to build him a set there?"

April 22,
1941

" Message #249.

(Sent)

Have seen Carr. He said he will not work without money."

April 22,
1941

" Message #250.

(Sent)

First, Georg is a friend of Fink and Gerhoff. Second, I am very happy to hear that you will send me an aid. When will he arrive. Shall I begin at once to build the set. Shall I use your money here. In what vicinity do you want this station?"

65-1819

April 22,
1941

(Rec'd)

Message #127.

Micros sent in February from [REDACTED] very valuable.
Please advise from which files they originate and
their date of preparation. In the future please
furnish this. Has [REDACTED] anything new."

April 23,
1941

(Rec'd)

"
Message #128.

For Dunn Dunn. Please determine whether Mrs. Marie
Maria, Rother, Rothar, Lives at New York City, York
Avenue one five naught eight apartment three."

April 24,
1941

(Rec'd)

"
Message #129.

Considering the sending of additional 5000 dollars.
Reply whether it is desired in same manner as at
beginning of December."

b7C

April 26,
1941

(Sent)

"
Message #251.

Your message one two nine. Please send five naught
naught naught dollars in the same manner as beginning
of December."

April 26,
1941

(Rec'd)

"
Message #130.

Information is urgently desired regarding ships
which sail for Switzerland, their names, cargo and
sailing date."

May 1,
1941

(Sent)

" Message #252.

[REDACTED] says that the document came from files in his
office in NYC. and that it is a copy. The original
is in Washington. He cannot inquire about the date
without appearing suspicious."

65-1819

May 1,
1941

(Sent)

"
Message #253.

From Leo. English ship Southern Prince, twin screws. Built one nine two nine. One naught nine one seven ton. One six knots. Cannon astern. Painted gray where promenade deck was before is now armoured. Two Elco motor torpedo boats on after deck. Superstructure brown."

May 1,
1941

(Sent)

"
Message #254.

I have seen Dunn. He will take care of your one two eight. Said he absolutely must have money. Said [REDACTED] told him the English are laying gas pipes with holes in them on the beaches of England with attached gas tanks to be used in the coming invasion of England."
b7C

May 1,
1941

(Rec'd)

"
Message #131.

Your messages two two eight and two three two. Don't make connections now. It is not out of the question that Siegfried - Toni is watched. Momentarily recommend great caution in general."

May 3,
1941

(Rec'd)

"
Message #132.

Please advise as soon as possible whether you or one of your people can obtain USA sea charts and send them here by a safe way."

May 3,
1941

(Rec'd)

"
Message #133.

For Carr. --- Pay him one naught naught dollars. He should tryto obtain particulars (or paterns) of -- Cross section named Naca laminar flow airfoil. Use of artificial resin-compressed materials in military construction models. Further, other technical aircraft details, also from Sperry. He will receive money continually according to production."

65-1819

May 3,
1941.

"
Message #255.

(Sent)

From Leo. Ship Coclé, hull painted black, superstructure yellow brown, smokestack gray, upper part black, left New York, April two one. A motor ship with two smokestacks next to each other, deck cargo airplanes, five further ships left on same day. Names not to be determined. Southern Prince left on April two one. They are supposed to sail in convoy."

May 5,
1941

"
Message #256.

(Sent)

Dunn asks whether you received material from him by way of China as he is mailing everything to Wang. He says he must have money."

May 5,
1941

"
Message #134.

(Rec'd)

Pay Dunn Dunn one hundred one hundred. As soon as he delivers something new we will advise further payments. What do you know about a USA baby incendiary bomb, baby incendiary bomb?"

May 8,
1941

"
Message #257.

(Sent)

From Leo. Ship Robert Locksley which left here on April eleven for maiden voyage was in Capetown on April two eight. Trip lasted one seven dash one eight days. Older ships need two five days. A Dutch ship arrived in NY is loading. Armed. Deep sea bombs. Approximately six thousand tons. Announcement of sailing date still pending. Superstructure brown. Hull gray. Steamer Charles H. Cramp, AM. South African, arrival East London May two five. Left New York April three naught."

65-1819

May 11,
1941

"
Message #135.

(Rec'd)

We hear that American armed convoy leaves May one two. Sailing is supposed to be with or by an absolute break through to England. We request verification."

May 11,
1941

"

(Sent)

Message #258

Georg's right name is Ottomar Ischiederich from Hamburg. Name of [REDACTED]

May 11,
1941

"

(Sent)

Message #259.

Have received five five naught naught dollars. At my last meeting with Fink he said I should pay Aufzug two hundred and Carlos fifty out of his money as he owes these people and as he is leaving America. I was supposed to send the balance of two five naught to Fink in Germany. I request your instructions."

b7C

May 13,
1941

"

(Sent)

Message #260.

From Carr. Sperry Co. has acquired ground for a new plant of about one one null acres in New Hyde Park, Long Island. To be finished in November. It is in addition to other plant."

May 13,
1941

"

(Sent)

Message #261

[REDACTED] says that serial deliveries on P three nines and P forty already begun. Delivery on P three eight unknown."

May 14,
1941

"

(Sent)

Message #262

[REDACTED] says amount steel and rubber armor plates shipped unknown. Steel varies in thickness from one eighth to

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May 14,
1941 Message #262 continued.

"

one quarter inch. Plates set in natural rubber at four five degree angle. Rubber joined to steel by compression or cement. Exterior is steel plate on one side and exposed rubber on other side."

May 14,
1941. "

Message #136.

(Rec'd)

Cannot sending of reports be increased? We request all reports that could be of interest with respect to aviation. Reports are desired regarding Canadian aviation, number and model of front line airplanes: how many, the number and location of the squadrons. Can you find out something about the aviation training plan now in progress in Canada: type, location and capacity of the individual schools, also their number."

May 14,
1941

"
Message #137

(Rec'd)

Please change time of transmission to two pm pm
Same as twenty Mez Mez (Middle European Time) as
conditions are better."

May 14,
1941
(Rec'd)

"
Message #138

b7C For [REDACTED] Senders address on Gerhoff's Gerhoff's
letter of April one seven is fictitious."

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May 14,
1941

(Rec'd)

"Message #139.

First. To [REDACTED] Please identify reports from [REDACTED] by means of the code word. From [REDACTED] Second, retain the balance of two five naught dollars for later use.
Continued."

May 14,
1941

(Rec'd)

"
Message #140.

Continuation. Third. Always forward reports concerning departure of ship convoys to England, England. Fourth, search for new means of boat protection against gross Ullrich."

May 18,
1941

(Rec'd)

"
Message #141.

b7C
For Dunn. Do not direct letters any more by way of Wang Wang Shanghai Shanghai, as conditions there are not clear and mail can be lost. For Carr. Are you prepared on May two two or May two nine at - "continued"

May 18,
1941

(Rec'd)

"
Message #142.

Continued. One nine two naught o'clock summertime (7-8 P.M. Daylight time) to turn over your material to [REDACTED] in the restaurant Miyako, Miyako, two naught West five six Street, New York, New York, with the inscription quote [REDACTED] from Staemer unquote. Further meetings can be agreed upon. This way is possible for you all, and is safe."

May 18,
1941

(Sent)

"Message #263

First. Please send a code for communication with [REDACTED] Also his mail address. I cannot send him your messages one three eight and nine as I do not know his code. Second. Schedule is agreeable. From now on I shall not transmit any more on Sundays as there are too many amateurs here listening, and as I also have personal problems."

65-1849

May 18,
1941.

(Sent) Message #264

Leo has gotten me several large charts of the St.
Lawrence River, Etc. How shall I send them. He will
try to get more sea charts. "

May 18,
1941 "

Message #143

(Rec'd) Administrative Message. Due to the currently very changeable
conditions, until further notice, traffic schedule is at ten
thirty, ten thirty AM; twelve and three, twelve and three PM.
Greetings. "

May 18,
1941 "

Message #265

(Sent) From Dunn, USA established an air base in Liberia for an
attempt to attack Dakar. Dunn will send map from [REDACTED]

b7C [REDACTED]

May 18,
1941 "

Message #266

(Sent) Dunn says British issue visas to American citizens to visit
colonies. When they reach colonies they receive new red pass-
ports and instructions about forbidden areas. When leaving colonies
they get back American passports. There is great discontent
among Negroes on Island where Americans are putting bases. "

May 18,
1941 "

Message #267

(Sent) Leo wants a powerful field glass to use in observing ships
in NY Harbor. Shall I give him money for this purpose. "

May 18,
1941. "

Message #268

(Sent) I have not been able to find out anything here about an
American armed convoy that is sailing for England. Friends
here also know nothing about it."

65-1819

May 19 " 1941 Message #269

(Sent) [REDACTED] says Fairchild, Jamaica, Long Island, manufacturing cameras and other optical instruments. They employ upward of five hundred workers and have a monthly output of approximately one hundred cameras."

May 19, " 1941 Message #270

(Sent) [REDACTED] says Grummon, Beth Page, L.I. five hundred sky rockets have been ordered by the Navy. The Grummon fighters F four, F three are known as midwing monoplanes with possible speed in excess of four hundred miles per hour. Sweden ordered approximately seven five planes from Republic Aircraft, Farmingdale, of which perhaps two five have gone to England."

b7C May 20, " 1941 Message #271

(Sent) Your message one three six. Due to recent developments, friends here are very careful and reports are hard to get. Your message one four naught. I do not understand the meaning of the last sentence."

May 20, " 1941 Message #272

(Sent) I find nothing here about new baby incendiary bombs. Dunn says he sent you one sometime ago by way of China and that it is similar to the one from DuPont which he sent you recently through me. It is filled with thermite and phosphorus."

May 20, " 1941 Message #144

(Rec'd) Reports from [REDACTED] Messages two six nine dash two seven naught are very interesting. Try as much as possible to learn much about manufacture and production of various airplane factories and other war industries. Hail and Victory."

May 23 " 1941 Message #273

(Sent) Carr will see [REDACTED] this evening between one nine and two naught o'clock Daylight Saving Time. Have you further instructions questionmark?"

65-1819

May 23, " 1941 Message #274

(Sent) b7C From Siegfried and [redacted] Ships leaving Durban SA for North America and West Indies have been sailing from Durban to thirty six degrees south and twenty east. From there, unescorted freighters proceed in a direct route to twenty eight degrees west and zero degrees on British Admiralty order. From the Equator, the ships pick their own course for whatever American ports they may be headed for. Continued."

May 23, " 1941. Message 275

(Sent) Merchant men on this route from South Africa do not zig zag. Tankers bring magnesium from Mexico and Houston, Texas. They meet in Bermuda under small convoy of only one small boat. From here they go to twenty degrees and five three degrees. From here to England escorted by strong convoys. This is also concentration point from Canada."

May 23, " 1941 Message #276

(Sent) From Leo. American ship McKeesport, ten thousand ton, left May one two. Panama ship Calobre, seven to eight thousand ton, left May one seven. Convoy."

May 23, " 1941 Message #145

(Rec'd) Give Leo Leo money for field glasses stop. Regarding one four naught, fourth colon. Enemy U boat protection works with new devices. Try to find out something about them. Regarding two six four, suitable address follows.

May 23, " 1941 Message #146

(Rec'd) According to report of Dunn, Dunn, he gave the Japanese Japanese Consul poison gas and breech breech block with the request for transmittal on to US. Can Dunn Dunn give you the name of the Consul in order that we can inquire about the matter through our Embassy in Tokio, otherwise the Japanese never turn the things over to us. Continued. "

65-1819

- May 23, " Message #147
1941
- (Rec'd) Continued. Has Dunn Dunn made still further arrangements with him. What kind of a friend of Dunn's Dunn's is that in Dakar. Dakar. Can we approach him. Dakar Dakar is exceptionally important."
- b7C
- May 24, " Message #277
1941
- (Sent) From Leo. Panama Ship Chepo. Departure Saturday. Copper. From South American to England."
- May 24, " Message #278
1941
- (Sent) Have seen [REDACTED] and have given him various micros and materials from Carr.
- May 24, " Message #279
1941
- (Sent) From Dunn. Maria Rothar, one five null eight York Avenue, apartment three, lived with another lady at that address. Had daughter who went to Germany. Hamburg family. Moved one year ago. Left no address. Further information later."
- May 24, " Message #148.
1941
- (Rec'd) First. Retain balance of two five naught dollars there for later situations. Second. Always forward reports about departing ship convoys to England. Third. Seek for new means of Ulrich book (submarine) protection."
- May 24, " Message #149
1941
- (Rec'd) For Carr Carr. What did you turn over to [REDACTED] Otherwise no further instructions."

65-1819

May 24,
1941 " Message #150.

(Rec'd) Regarding Message two six three. It is better
for you both if no separate code exists. Errors
in transmission must be taken in stride. In
your interest, traffic should also remain limited.
Greetings and thanks for excellent cooperation.
[REDACTED]

May 24,
1941 " Message #151

(Rec'd) For Siegfried Siegfried and [REDACTED] Please
confirm second part courses double point twenty
degrees East Fifth Three North or do you mean thirty
five stop. Question. Who is Siegfried."

b7C
May 24,
1941 " Message #152
(Rec) Administrative message. Please give names of ships and
other proper names double as due to disturbance,
garbling is unavoidable. Greetings."

May 27,
1941 " Message #280.

(Sent) Gave [REDACTED] five bullets, one Sperry Sperry Company
and one Lawrance Lawrance Corp, drawing from Carr Carr,
as well as one four micros from Leo Leo signature
Fink Fink."

May 29,
1941 " From Leo Leo. Left from New Orleans. May one four,
American ship Syros Syros for Capetown Capetown.
American ship Exhibitor Exhibitor left NY one May one
seven for India. Was supposed to sail on one five.
Departure delayed by strike. Supposed to arrive
in Bombay June one four. Karachi June one seven.
Colombo June two six. Accordingly, she will arrive
two days later. Continued."

65-1819

May 29, " 1941 Message #153

(Rec'd) b7C Instruct [REDACTED] to identify the reports of the Countess from New York by the key word 'From Rogers from Rogers' in order that the origin of all messages from now on can be exactly determined."

May 30, " 1941 Message #154

(Rec'd) Administrative message. Our message one five three void. It does not concern you. Excuse."

May 30, " 1941. Message #282.

(Sent) Continued: American ship Exmonth likewise held up by strike. Both American Export Lines. The crew demanded insurance in the amount of ten thousand dollars for each man, as well as fifty dollars for running all harbors in the Persian Gulf and Red Sea. They agreed on five thousand dollars insurance and three five dollars for each harbor per man. Contd."

May 30, " 1941 Continued. Fifty dollars for each harbor in the Suez Canal. Dates of arrivals in these harbors are hard to learn. American ship City of New York, City of New York, left NY on two naught May for Capetown Capetown and Beira Beira. Other harbors not given."

June 2, " 1941 Message #284.

(Sent) From Dunn Dunn. M. Rother, M. Rother lives at apartment seven, four naught three East Nine Two Street, New York. four naught three East Nine Two Street."

65-1819

June 3,
1941

"
Message #285.

(Sent)

From Dunn. [REDACTED]
is now in US Army. Is it all right to use him
for information?"

June 3,
1941

"
Message #286.

(Sent)

Your one five one. Siegfried Siegfried is Stade.
Stade. Also Fritz Meyer Fritz Meyer. [REDACTED] is
[REDACTED] who furnished the
information. [REDACTED] says meeting place twenty
degrees east Fifty Three North is old one. Bearings
of one month ago were as follows. Ships meet
at thirty six south, twenty east and go to twenty
eight West and zero degrees. [REDACTED] has furnished much
information on ship movements through Fritz Meyer.
He wants money to continue working. Shall I give
him some."

b7C

June 3,
1941

" Message #287

From Dunn. The Jews in South Africa have asked the
Jews in America to send expeditionary force to
South Africa as soon as trouble starts in order to
protect them in case of revolt and to strengthen
the British Colonial forces in case the Germans and
Boers join against the British. General Smuts Smuts
was made Field Marshall to supersede any other
General sent to South Africa. He is to be commander
of combined forces."

June 3,
1941

" Message #288

(Sent)

Dunn says he sent book for instruction of officers
about poison gas through Wang Wang. Did it arrive.
He says ten English war ships are in repair docks
Atlantic Coast including the Malaya Malaya which
arrived two weeks ago. Malaya should be ready to
leave docks in three weeks. The diameter of the tubes
was decreased and the number of them increased. She
goes out under American escort and is being reinforced
with concrete mixed with chicken wire. Continued."

65-1319

June 3, " Message #289.

(Sent) Cont. Roosevelt's speech was [REDACTED] [REDACTED] who lives in the White House with [REDACTED] British Purchasing Commission and is firing the employees in New York."

June 4, " Message #155.

(Rec'd) For Dunn Dunn colon. It is important to receive all information out of the U.S. Army U.S. Army. At all events therefore take on [REDACTED] For [REDACTED] colon. How are reports from the American Air force, condition of the American Production and Deliveries to England. Questionmark. Contd."

b7C

June 4, " Message #156.
1941. Contd: Is the English airplane model Wellington Wellington being equipped with American Motors. Questionmark."

June 4, " Message #157.

(Rec'd) In order to avoid mistakes in names, [REDACTED] receives the name [REDACTED] Second. Reports are desired on ship sailings in Transpacific traffic west coast - Los Angeles Los Angeles, Frisco Frisco, Tacoma Tacoma, etc. Study the periodical Pacific Shipper Frisco, Pacific Shipper Frisco. In reports give source."

June 5, " On June 5, 1941 at 3:11 P.M. Message #156 was received: - (It will be noted that there appears a duplication of Messages #156 - error occurring in Germany.)

" We have not yet received the book from Dunn. Do not

65-1819

June 5,
1941

Message #156 cont'd.

"
use the route via Wang anymore because it is
dangerous. All such articles that cannot go
by way of Knorke, send by way of [REDACTED] We
assume that the connection established with
[REDACTED] will always be successful from your side.
Can Dunn send us a new copy by way of [REDACTED]
Question."

b7C

June 6,
1941

"Message #290

(Sent)

From Leo. Leo. Following American ships: Jim
Davis, Jim Davis leaves NY on June 10 for Sidney,
Australia. Florence Lukenbach, Florence Lukenbach
arrived in Basra from NY on May nine. West Ceswald,
West Ceswald arrived in Port Elisabeth from NY
on May one nine. Exange Exange arrived in Bombay
on May two naught from NY. Panama ship Cardina
Cardina arrived in Beira on two one from Port Alborne."

June 6,
1941

"Message #291

(Sent)

Regarding Message one four five. Have received still
more sea charts of the East Coast from Leo Leo.
How shall I send these."

June 7,
1941

(Rec'd)

"Administrative message. In order to safeguard our
code, use from now on as code word - Gitterableitwiederstand.
Gitterableitewiederstand. Stope. Contd."

June 7,
1941

(Rec'd)

"Cont. Notice the pattern as it is twenty three spaces
wide."

65-1819

June 10,
1941" Message #292
b7c

(Sent)

Have given [REDACTED] a further one four
micros as well as four publications and two pieces of
rubber from Dunn Dunn Carlos Carlos and Leo. Leo."June 10,
1941

" Message #293.

(Sent)

Knorke Knorke does not sail to Lisbon any more. Local
newspapers report the arrest of Mezenen Mezenen for
smuggling platinum from here to Lisbon."June 11,
1941

" Message #160 (Should be #159)

(Rec'd)

First. Furnish address of a reliable middleman from
whom sea charts can be picked up and the date after
which the charts will lie there ready. Second.
Build set for New Man. Third. In the future reports
from Marine Division in Hamburg Hamburg will be
signed Henry Navy Henry Navy. Greetings. Henry Navy."June 11,
1941

" Message #161

(Rec'd)

How much money do you have left? It interests us
for the sake of the condition of the deposit. What
is happening to air reports? We urgently need reports
concerning the condition of the American airforce
industry, detailed accounts about falling off of
production in various factories parenthesis including
machine tool factories parenthesis through strike
agitations. Continued."

65-1319

June 11,
1941

(Rec'd)

"Continued. Is it possible for you to send through
in advance by radio message the important accounts
which are contained in the micros. What is [redacted]
[redacted] doing. Who is Mezenen Mezenen. Where did Big
Marta smuggle platinum."

b7C

Special Agent [redacted] will be able to testify to the
transmission and reception of coded messages up until
May 23, 1940; Special Agent [redacted] will testify as
to the reception and transmission of messages subsequent
to that date, Special Agent J. C. Ellsworth will be able
to testify as to the decoding and coding, and transmission
of messages.

65-1819

Received June 16, 1941 at 3:28 P.M. from AOR for relay
to GBO:

b7C

"Please notify [redacted] that he should always use the current
[redacted] All other arrangements remain
unchanged regarding source and destination of the reports."

65-1819

65-1819

June 16,
1941.

" Message #294."

(Sent)

" I still have seven eight two five dollars. Mezenen
Mezenen is [redacted] friend. Newspapers
reported he smuggled platinum from here to Lisbon."

June 16,
1941.

" Message #295

(Sent)

I have asked friends for airforce information. They
say it is difficult to get. [redacted] is trying to obtain
more information. Do you want newspaper articles."

b7c

June 16,
1941.

" Message #296

(Sent)

It would be better for me for your man to come to my
office to pick up the sea charts from June two three
to June two five between six and seven PM daylight
time. By what date must the radio set for the new
man be ready. How much should the maximum power be."

June 19,
1941.

" Message #163

(Recd)

We learn through Exchange Telegraph report that in
Mexico City a secret transmitter is supposed to have
been picked up who also is supposed to have sent short
wave propaganda. In order that you will not be
endangered we request you --- cont'd"

June 20,
1941.

" Message #164

(Recd)

Cont. In view of the condition in Mexico, discontinue
the radio contact with [redacted] until such time as you
receive an order to the contrary from us. Hearty
greetings."

65-1819

June 20, " Message #165
1941.

(Recd) Regarding messages one six three dash one six four.
In spite of them, please continue to observe [REDACTED] and report
whether changes are noticeable in hand sending, (fist).
Otherwise proceed at irregular time intervals with clearly
reasonable traffic in original code."

June 23, " Message #297
1941. *BTC*

(Sent) I have called [REDACTED] but have not heard from him
for a week."

June 24, " Message #298
1941.

(Sent) Have received the six thousand dollars. Greetings."

June 30, " Message #299
1941.

(Sent) Newspapers report arrest here of twenty nine German
agents. I believe everything still all right here.
Believe Harry safe. I cannot be on air long but
will listen for you every day two thousand GMT.
Oscar, Operator."

July 9, " Message #300
1941.

(Sent) From today on I will only transmit if I have something
for you, and when you transmit, please indicate that
you have something for me. Otherwise, I shall not
answer. Oscar, Operator."

July 29, " Message #301
1941.

(Sent) I have heard nothing from Harry Harry. However, I
believe that I am safe. What shall I do now. Shall
I remain prepared every day to receive radio messages
from you." Oscar, Operator".

65-1819

August 1,
1941.

" Message #166 dated July 30, 1941

0083092

(Recd)

Administrative message. Yesterday we received your
message three naught three stop. We lack your message
three naught one and three naught two stop please send
them.

August 1,
1941.

"Message #167 dated July 31, 1941

(Recd)

"Do you have connections with economic and shipping
circles question mark, or what fields are accessible
to you? What was the number of the last message?"